

General Land Use Plan (GLUP)

Narrative Proposed Airpark Development

Project Overview

The proposed General Land Use Plan (GLUP) is for an Airpark-style use consisting of private airplane hangars for aviation-use. The development is intended to provide additional aircraft storage, work in conjunction with the existing airpark within the area and be regulated through the design standards set forth in this GLUP

Site Area and Lot Configuration

The proposed Airpark GLUP shall only encompass the property shown in Exhibit A and will consist of twenty-two (22) platted lots. Each is intended only for the construction and use of airplane hangars. The proposed twenty-two (22) lots will be configured to accommodate the construction of airplane hangar structures and designating access easements areas on site (via plat) for maneuvering and transporting aircrafts.

Access and Circulation

Access to the site will be from an existing fifty (50) foot private right-of-way, Beechcraft Lane. This access has been secured through prior restrictions and covenants recorded in Volume 1761, Page 493 (see Page 515, Item 2) of the attached document. Beechcraft Lane shall remain a private access and will serve all vehicular traffic for the development. No access shall be made through the residential subdivision. The future Griffith Dr will not be allowed to be utilized for ingress or egress for this site. When constructed, the stub out portion of Griffith Dr. will be gated and be utilized for emergency access only.

Permitted Land Uses

The airplane hangars are intended solely for the storage of aircrafts, aircraft repair, inspections, ancillary storage directly related to aircraft ownership and hangar use, and maintenance associated with private/non-commercial aviation will be permitted. Uses and areas within hangars shall be restricted to only, a private office (solely for the owner's personal use), and private sleeping quarters. No use shall be permitted that involve retail sales, customer visits, employees on-site, or commercial operations. Outside storage of parts, material, inoperable vehicles and aircrafts will not be permitted.

Taxiway and Aircraft Circulation

A twenty-four (24) foot wide private taxiway (constructed of an approved surface for stopping, standing, parking or maneuvering) will provide aircraft access to individual hangar lots. All hangar structures shall maintain a minimum setback of fifty (50) feet from the edge of the taxiway, ensuring adequate clearance for safe aircraft operations, circulation, and maneuvering.

Building Height and Development Standards

Maximum Building Height

No structures within the site shall exceed a height of twenty-four (24) feet (measured from natural grade).

Hangar Size and Building Footprint

Individual airplane hangars shall be permitted in the following standard building sizes:

- Eighty feet by fifty feet (80' x 50')
- Eighty feet by one hundred feet (80' x 100')

Hangar size selection shall be subject to compliance with all applicable setbacks, taxiway

clearance, and lot coverage requirements established by this GLUP

Impervious Cover

Each lot will be limited to a maximum of 70% impervious coverage.

Setbacks

A ten (10) foot side setback from internal lot lines will be required.

A twenty-five (25) foot front, rear, and corner setback from the proposed fifty (50) access easement will be required.

Individual hangars shall be permitted up to a maximum building footprint of **8,000 square feet**, with minimum dimensions of **80 feet in width** and a maximum of **100 feet in length** and will be subject to all development requirements stated in this GLUP and the city's Unified Development Code (UDC).

Building Placement and Orientation

The front of the lot shall be deemed the portion of the lot that fronts the taxiway easement.

Hangars will be oriented to provide direct access to the private taxiway easement and to ensure safe aircraft circulation. All structures shall maintain required setbacks from, lot lines, and access easements.

Easements

The development will contain designated easements on the site. Easements on site will be the fifty (50) foot access easement around the perimeter of the property, a twenty-four (24) foot taxiway easement along the front (12' at front of each lot) of the lots, and a fifty (50) foot access easement along the frontage of the lot measured from where the taxiway easement ends. These easements will be memorialized through the platting process.

Utilities

This development will be served by the city of Seguin for water and wastewater service.

Extension of water, wastewater, and electric service are the responsibility of the developer/property owner. Utility easements will be provided as required.

Landscaping and Buffering

A twenty (20) foot landscape buffer along the north, west, and south perimeter of the development, where the site abuts residential zoning shall be provided. The perimeter landscaping and buffer is intended to mitigate visual impacts, enhance privacy, and promote beautification to the adjacent future residential homes, while maintaining compliance with applicable airport safety requirements. The twenty (20) foot landscaping buffer shall be for landscaping only, no structures, paving, parking, or storage, shall be permitted to be within the buffer area.

The landscaping plan incorporates a combination of trees and shrubs selected for drought tolerance, low maintenance requirements, and compatibility with the local environment. Plant materials shall be arranged to provide screening, and visual interest.

Perimeter Plantings:

• **North Perimeter:**

Mountain laurel and Texas sage shall be planted along the 620 feet of the north property line to provide consistent evergreen screening and seasonal interest. Plantings shall be spaced approximately twenty-five (25) feet on center, resulting in approximately twenty-five (25) plants along the north perimeter

• **South Perimeter:**

The 621 feet of the south perimeter shall incorporate a staggered planting pattern consisting of alternating red oak, white oak, and mountain laurel spaced approximately fifteen (15) feet on center, resulting in forty-one (41) plants. This arrangement is intended to create a layered buffer that includes canopy coverage and understory screening.

• **West Perimeter:**

The 1,762 feet of the west perimeter shall incorporate a staggered planting pattern consisting of alternating red oak, white oak, and mountain laurel spaced approximately fifteen (15) feet on center, resulting in one hundred and eighteen (118) plants. This arrangement is intended to create a layered buffer that includes canopy coverage and understory screening.

• **Supplemental Canopy Trees:**

Trees from the “Small Trees/Larg Shrub” section in the city’s Preferred Plant List may be utilized in select locations to provide ornamental interest and supplemental screening.

Fencing

Fencing shall be incorporated along portions of the development perimeter where adjacent to future residential homes to enhance privacy and security for the future residents and the development. All fencing provided shall be designed to be non-transparent and coordinated with proposed landscaping for the area. Fencing shall be a minimum of eight (8) feet in height and be subject to the requirements of section 5.7 Fencing of the Unified Development Code (UDC).

Maintenance and Compliance

Landscaping shall be maintained in a healthy and attractive condition at all times. All landscaping and fencing shall be installed in accordance with the approved GLUP,UDC, and all relevant airport safety and visibility regulations. Landscaping materials shall be selected from the city’s Preferred Plant List.

Existing Zoning and Adjacent Land Uses

The subject property is currently zoned Agricultural Ranch (A-R). Surrounding properties are zoned or used as follows:

- **West:** Hiddenbrooke Unit 4: (Single-Family Residential R-2)
- **North:** Undeveloped: Light Industrial (LI) & Planned Unit Development (PUD)
- **East:** Huber Air Park: Planned Unit Development (PUD)
- **South:** Drainage Easement (D.E.) Lot 902 for Hiddenbrooke Unit 4 (Single-Family Residential R-2)

The proposed Airpark use will only entail aviation-oriented use, provide private access, building height limitations, building setbacks, fencing, landscaping, and buffering requirements for the development.

Surrounding Road Network

Vehicular access to the site will be made from Beechcraft Lane, a private roadway connected to Rudeloff Road. Any extension or improvement of Beechcraft Lane will be the responsibility of the

owner and or developer.

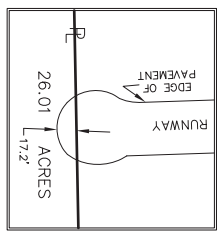
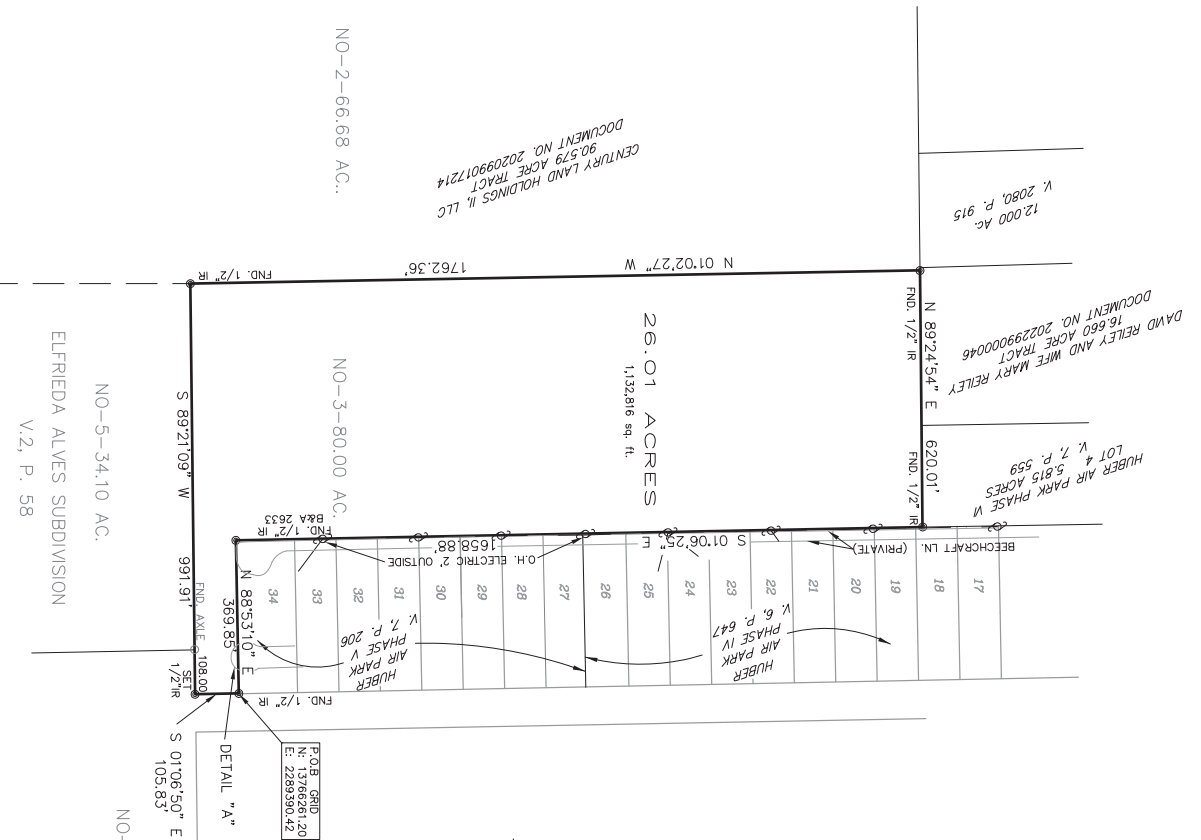
Development Notes

This General Land Use Plan (GLUP) establishes development standards, allowed uses, and landscaping requirements for the proposed development within this PUD zoning district. Development for this Air Park project will be required to follow the city's development process (zoning, public infrastructure, platting, site plan, and building plan review). Any modifications to this GLUP shall require an amendment request and approval for the proposed modification to the GLUP.

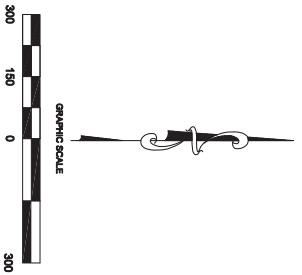
Platting & CCRs

Platting of the property will be required. Variance approval for deficient legal street frontage will be required to receive plat approval and recordation.

CCRs for the development shall be drafted and recorded in conjunction with the subdivision plat. The CCRs for the development may impose additional restrictive conditions for the development but shall not include wording that conflicts with this GLUP.

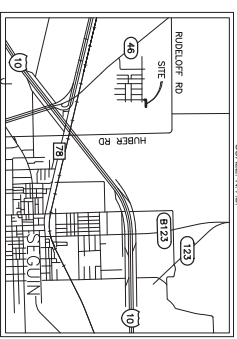


PLAT OF 26.01 ACRES BEING A PORTION OF A TRACT CALLED NO-3 80.0 ACRES OF THE ELFRIEDA ALVES SUBDIVISION OF 400.30 ACRES RECORDED IN VOLUME 2, PAGE 58 ALSO BEING THAT SAME TRACT CALLED 80 ACRES CONVEYED TO VELMA HUBER ET VIR, RECORDED IN VOLUME 267, PAGE 265, OUT OF THE J.D. CLEMENTS SURVEY 18, ABSTRACT 11, GUADALUPE COUNTY, TEXAS.



RE: FIELD NOTE DESCRIPTION
NOTE: SET 1/2" IRON PINS HAVE YELLOW PLASTIC CAP STAMPED "BASELINE CORP"

VICINITY MAP



SURVEYOR'S NOTES:

BASIS OF BEARINGS IS THE TEXAS COORDINATE SYSTEM, SOUTH-CENTRAL ZONE (4204), NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (EPOCH 2010.00) USING THE LEICA SMARTNET NETWORK. ALL DISTANCES ARE SURFACE VALUES AND MAY BE CONVERTED TO GRID BY DIVIDING BY THE SURFACE ADJUSTMENT FACTOR OF 1.00013. UNITS: U.S. SURVEY FEET.
THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A COMMITMENT FOR TITLE INSURANCE. EASEMENTS OR OTHER MATTERS OF RECORD MAY EXIST WHERE NONE ARE SHOWN.
THIS SURVEY SUBSTANTIALLY COMPLIES WITH THE CURRENT TEXAS SOCIETY OF PROFESSIONAL SURVEYORS MANUAL OF PRACTICE REQUIREMENTS FOR A CATEGORY 1B, CONDITION III LAND TITLE SURVEY.
I, PATTON C. JOHNSON, REGISTERED PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT THIS PLAT AND ACCOMPANYING LEGAL DESCRIPTION OF EVEN DATE REPRESENT AN ACTUAL SURVEY PERFORMED ON THE GROUND AND UNDER MY SUPERVISION.

PATTON C. JOHNSON
REGISTERED PROFESSIONAL LAND SURVEYOR
BASELINE | DCCM
TXSURY F-10032200
PJOHNSON@DCCM.COM



Baseline
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830.372.1001 | Baseline.DCCM.com

DATE:	NOVEMBER 13, 2025
CREW / TECH:	J.L.G.
REVIEWED BY:	P.C.J.
PROJECT:	0000073577/0000
SHEET:	1 of 2
CLIENT NAME:	HUBER CUSTOM HOMES
SURVEY DATE:	NOVEMBER 3, 2025

payment of all future fees charged to Lot Owners by the Association. If such fees are not paid the owner of Property in Dennis Huber's Adjacent Property will not have the right to continue to use the runway. An owner of a tract out of Dennis Huber's Adjacent Property who does not choose to use the runway shall not be obligated to pay the \$2,500.00 fee or any other fees to the Developer or the Association. Additionally, if the \$2,500.00 initial fee has been paid to allow the owner of a tract out of Dennis Huber's Adjacent Property to use the runway, owners of the tract will not have to pay the any fees charged by the Association for any year in which said owner of the particular tract chooses not to use the runway and will only have to pay the fee for the years in which said owner actually uses the runway. In no event will the fees charged to owners of Dennis Huber's Adjacent Tract be in excess of the fees charged to Owners of Lots in the Subdivision.

(2) Dennis Huber, his heirs, successors and assigns, shall have the right to develop Dennis Huber's Adjacent Property using any road built in the Subdivision for ingress and egress to Dennis Huber's Adjacent Property provided the Commissioner's Court and City of Seguin (if required) approve any plat of Dennis Huber's Adjacent Property with such road furnishing it access and further provided that the person developing such property reimburse Developer the sum of \$3.00 per linear foot for any portion of any road used to access Dennis Huber's Adjacent Property. Additionally, in the event Dennis Huber's Adjacent Property is developed using any road in the Subdivision for access, the owners of tracts out of Dennis Huber's Adjacent Property will be Class A members of the Association and will be subject to the terms and provisions of Articles XLII - XLIX hereof, provided that any assessments for tracts in Dennis Huber's Adjacent Property, will only take into account said tracts proportionate cost of road maintenance unless said tract owner additionally chooses to use the runway, in which case such owner shall pay all current fees assessed against other Lots in the Subdivision.

(3) Except for the provisions contained in paragraph (1) and (2) above, Dennis Huber shall be free to convey Dennis Huber's Adjacent Property or any other property owned by him free from any restrictions or covenants whatsoever.

LI. RIGHT TO CORRECT -

The Developer shall have and reserves the right at any time and from time to time, without the joinder or consent of any other party, to amend this Declaration or any future Declaration of Protective Covenants, by any instrument in writing duly signed, acknowledged, and filed for record for the purpose of correcting any typographical or grammatical error, ambiguity or inconsistency appearing herein, provided that any such amendment shall be consistent with and in furtherance of the general plan and scheme of

- 20' landscaping buffer
- 25' building setback
- 24' taxiway easement

