



## **PLANNING & CODES**

### **Planning and Zoning Commission Report**

#### **ZC 04-26 & GLUP 01-26**

A request for Zoning Change ZC 04-26 from Agricultural Ranch (A-R) to Planned Unit Development (PUD), and a recommendation for approval for a General Land Use Plan (GLUP 01-26) to allow for an air park style development for a property located south of Beechcraft Ln & Rudeloff Rd., Property ID: 52966 was considered during a public hearing at the Planning & Zoning Commission meeting on April 14, 2026.

Armando Guerrero presented the staff report. He stated that the applicant is requesting a zoning change and a GLUP to allow for an air park style development. Mr. Guerrero stated the proposed 26-acre tract contains its original zoning designation and is undeveloped, with no structures on the property. Mr. Guerrero went on to note that the site contains no legal street access but can be accessed through Beechcraft Ln. (a private road) via an access agreement easement.

Mr. Guerrero informed the Commission the proposed air park use is not compatible with existing and permitted uses to the west and south of the property (Hiddenbrooke subdivision). However, a similar use and zoning exist to the east of the subject property. Mr. Guerrero went on to point out the property's location within the Suburban Residential district of the city's Future Land Use Plan (FLUP) and stated that development within this area should consist of suburban-style single-family neighborhoods that range in housing types and densities and supporting uses.

Mr. Guerrero went on to inform the Commission that the GLUP will be the governing document that establishes allowed uses, development requirements pertaining to setbacks, building height, landscaping, fencing, and access for the proposed use within the PUD zoning district. The GLUP will not exempt the development from fire or building code requirements, or the development process established by the city of Seguin.

Mr. Guerrero then went over the proposed GLUP to the Commission, highlighting the lot configuration, access, permitted uses, height, setbacks, landscaping, fencing, buffering, and platting requirements within the GLUP to utilize the property for the proposed air park style development.

Mr. Guerrero concluded by noting that two (2) total letters of opposition were received for the zoning change and GLUP request. Both letters of opposition noted concerns of potential commercial or residential use for the property. Mr. Guerrero went on to explain to the Commission that residential or commercial use would not be allowed uses per the General Land Use Plan.

The Commission inquired about the allowed use of the GLUP, landscaping, development sequencing for the property, utilities, access to the lots for the property, and fencing height.

Mr. Guerrero informed the commission of the landscaping requirements and noted that there is a potential for change if the federal government requires a limitation on trees within an aviation area.

The regular meeting recessed, and a public hearing was held.

Gloria Kinz (representative of the applicant) addressed the Commission and noted that what is being proposed is similar to what is being done to the east of the property and understands the need for extending water and sewer for the proposed use. Ms. Kinz noted that the 22 lots shown is a depiction of the maximum that could be done there and stated that the plan is to plant slower growing Texas native trees to not impact aviation use.

The Commission inquired about lighting at the site and the areas adjacent to the future residential homes.

Ms. Kinz note the areas that are adjacent to the future residential will have a drainage area, and touched on the lighting that will be provided at the site.

The Commission inquired about the proposed 22 lots shown in the GLUP. Ms. Kinz noted that the 22 proposed may be reduced but will not be increased.

The Commission closed the public hearing and reconvened the regular meeting.

Vice-Chair Davila noted that a condition be added to the GLUP to change minimum height of fencing to eight (8) feet.

The Commission touched on lighting and requirements. Staff noted that chapter 5 of Unified Development Code (UDC) addressed lighting requirements.

After consideration of the staff report and all information given regarding Zoning Change (ZC 04-26), Commissioner Schievelbein moved that the Planning and Zoning Commission recommended approval of the zoning change Agricultural Ranch (A-R) to Planned Unit Development (PUD) for the property south of Beechcraft Ln. & Rudeloff Rd. Commissioner Silivus seconded the motion. The following vote was recorded:

**RECOMMENDATION TO APPROVE THE ZONING CHANGE TO PLANNED UNIT DEVELOPMENT (PUD)**



Francis Serna  
Recording Secretary

**MOTION PASSED**  
**9-0-0**



ATTEST: Armando Guerrero,  
Planning Manager

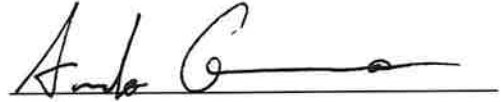
After consideration of the staff report and all information given regarding the General Land Use Plan (GLUP 01-26), Vice-Chair Davila moved that the Planning and Zoning Commission recommended approval of the General Land Use Plan (GLUP) with the condition that the fencing height be a minimum of eight (8) feet in height for the property located south of Beechcraft Ln. & Rudeloff Rd. Commissioner Hernandez seconded the motion. The following vote was recorded:

**RECOMMENDATION TO APPROVE THE GENERAL LAND USE PLAN (GLUP)**



Francis Serna  
Recording Secretary

**MOTION PASSED**  
**9-0-0**



ATTEST: Armando Guerrero,  
Planning Manager



**PLANNING & CODES**

**ZC 04-26/GLUP 01-26 Staff Report  
South of Beechcraft Ln & Rudeloff Rd.  
Zoning Change from A-R to PUD**

**Applicant:**

Lance Huber  
PO Box 2634  
Seguin, TX 78156

**Property Owner:**

Dennis Huber  
PO Box 1301  
Seguin, TX 78155

**Property Address/Location:**

South of Beechcraft Ln &  
Rudeloff Rd.

**Legal Description:**

ABS: 11 SUR: J D CLEMENTS  
26.01 AC.  
Property ID: 52966

**Lot Size/Project Area:**

26 Acres

**Future Land Use Plan:**

Suburban Residential

**Notifications:**

Mailed: April 2, 2026  
Newspaper: March 29, 2026

**Comments Received:**

None at the time of  
publication.

**Staff Review:**

Armando Guerrero  
Planning Manager

**Attachments:**

- Location Map
- Existing Zoning Map
- Future Land Use Plan Map
- Survey
- Lot layout depiction

**REQUEST:**

A zoning change request from Agricultural Ranch (A-R) to Planned Unit Development (PUD) and a request for a General Land Use Plan (GLUP).

**ZONING AND LAND USE:**

	Zoning	Land Use
<b>Subject Property</b>	A-R	Undeveloped Land
<b>N of Property</b>	LI & PUD	Undeveloped Land/Huber Air Park
<b>S of Property</b>	R-2	Future Hiddenbooke Unit 4
<b>E of Property</b>	PUD	Huber Air Park
<b>W of Property</b>	R-2	Hiddenbrooke Subdivision Unit 4

**SUMMARY OF STAFF ANALYSIS:**

The applicant has submitted an application for a zoning change from Agricultural Ranch (A-R) to Planned Unit Development (PUD) and an application for a General Land Use Plan (GLUP). The requested PUD zoning and GLUP is being requested to allow for an Air park style development consisting of private airplane hangars for aviation-use. The proposed hangars would work in conjunction with the air park directly to the east of this property. This proposed use is not a use found on the city’s Land Use Matrix. The applicant is requesting PUD zoning and GLUP approval to allow for this proposed use. Based on the history of development within this area, the proposed development is not consistent with the surrounding development use and is not consistent with the city’s Future Land Use Plan (FLUP). The existing air park to the east was developed prior to the time of annexation in 2006. The city’s current FLUP identifies this area as an area for residential growth and development and supports residential use and low impact commercial uses intended to serve neighboring residents.

**CRITERIA FOR ZONING CHANGE:**

**Consistency with the future land use plan** – No, this area of the FLUP recommends residential, open space, and low impact commercial use if compatible in scale with adjacent homes.

**Compatible with existing and permitted uses of surrounding property** – Partially, residential use and development can be seen to the west and south of this property, however, a similar use can be seen to the east of the property.

**Adverse impact on surrounding properties or natural environment** – Potential noise impacts for residents of Hiddenbrooke and additional traffic and use along Beechcraft Ln.

**Proposed zoning follows a logical and orderly pattern** – No, this area has seen a rise in residential development, the aviation use to the east was existing at the time of annexation.

**Other factors that impact public health, safety or welfare** – None specifically identified.

## **PLANNING DEPARTMENT ANALYSIS**

### **SITE DESCRIPTION**

This site contains its original zoning designation from its 2006 annexation and totals 26.01 acres per the appraisal districts website. The site is vacant and undeveloped, with no structures on the property. This site contains no legal street access but can be accessed through Beechcraft Ln. (a private road) via an access agreement easement.

### **CODE REQUIREMENTS:**

The uses within this PUD zoning district will be governed by the approved GLUP. The GLUP will establish allowed uses at the site, development requirements pertaining to setbacks, building height, landscaping, fencing, and access. The GLUP will not except the development from fire code requirements, building code requirements, or the development process established by the city of Seguin.

### **COMPATIBILITY WITH SURROUNDING LAND USE & ZONING:**

The proposed air park hangars is not compatible with existing and permitted uses to the west and south of the property (Hiddenbrooke subdivision). However, to the east a similar use (Huber Air Park) and zoning (Planned Unit Development) exists. The property to the north of the site are undeveloped tracts zoned Light Industrial (LI) and Planned Unit Development (PUD).

**HEALTH, SAFETY, AND GENERAL WELFARE:** (Protection & preservation of historical, cultural, and environmental areas.)  
Potential noise from use to the neighboring subdivision.

### **COMPREHENSIVE PLAN (The Future Land Use Plan):**

This property is within the Suburban Residential district of the city's Future Land Use Plan. Suburban Residential areas should consist of suburban-style single-family neighborhoods that range in housing types and densities, including detached single-family homes, duplexes, and supporting uses.

### **TRAFFIC (STREET FRONTAGE & ACCESS):**

This property has no legal street frontage. Access to the site is provided by an access agreement via the Huber Air Park's CCR document (Vol. 1761, Pg. 493-519). A plat variance will be required for the proposed lot configuration due the lots being created contain no legal street access and no street frontage.

## **GENERAL LAND USE PLAN (GLUP):**

The applicant is proposing to utilize the site for the development of 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 aircraft 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 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 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 P.U.D. 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 shall 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.

### **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 lines 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 seven (7) feet in height and shall not exceed eight (8) feet, all fencing will 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**

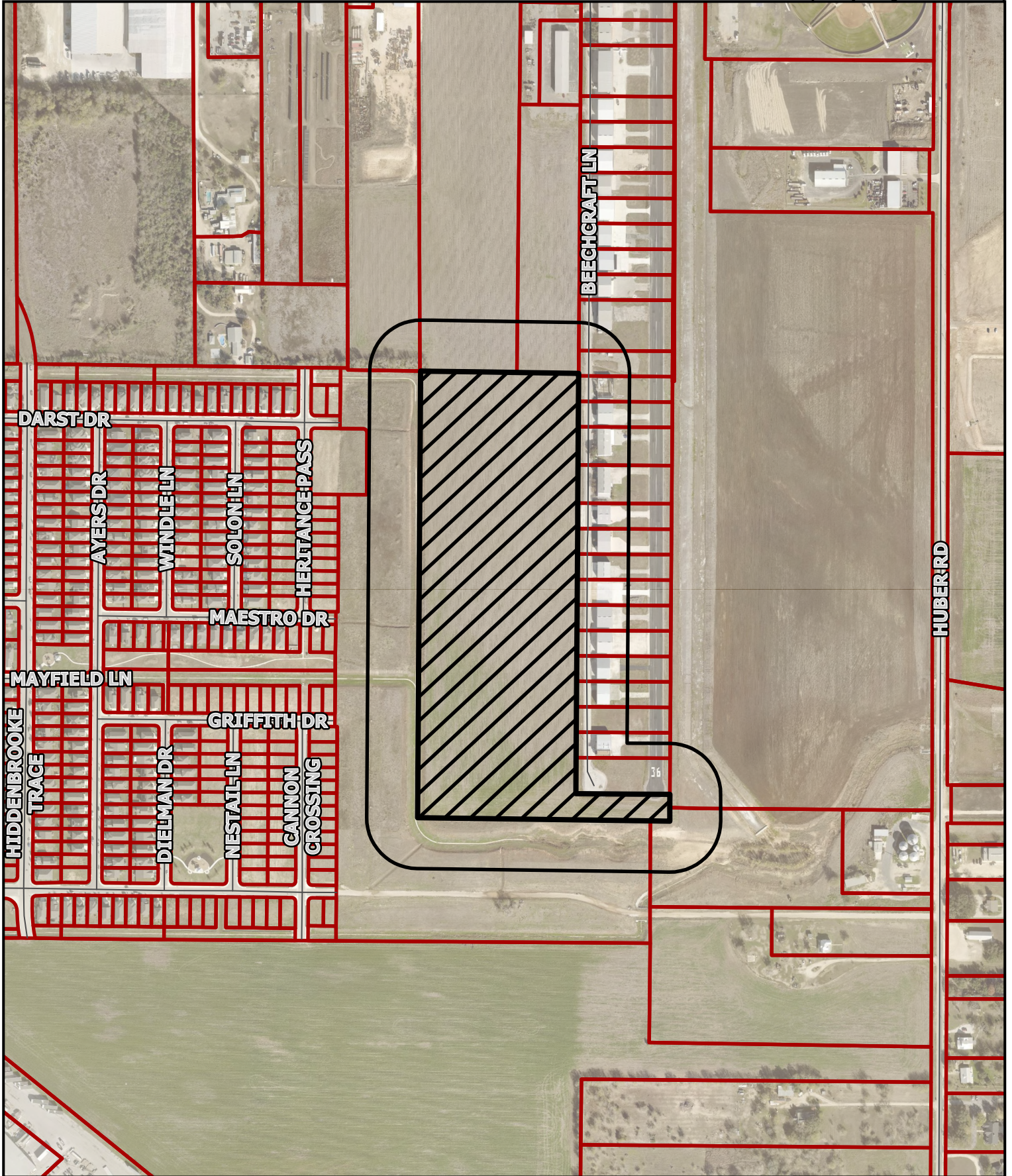
Platting of the property will be required. Variance approval for deficient legal street frontage will be required to receive plat approved and recordation.

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.

Although the proposed use for the GLUP is not consistent with the FLUP or the neighboring residential development to the west and south, the proposed GLUP includes conditions (fencing, landscaping, buffering, height limitations, setback requirements) for the proposed use to limit the impact on the residential neighborhood.

# LOCATION MAP

South of Beechcraft Ln & Rudeloff Rd. (Property ID: 52966)



This map is for information purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. The City of Seguin assumes no liability for errors on this map or use of this information.



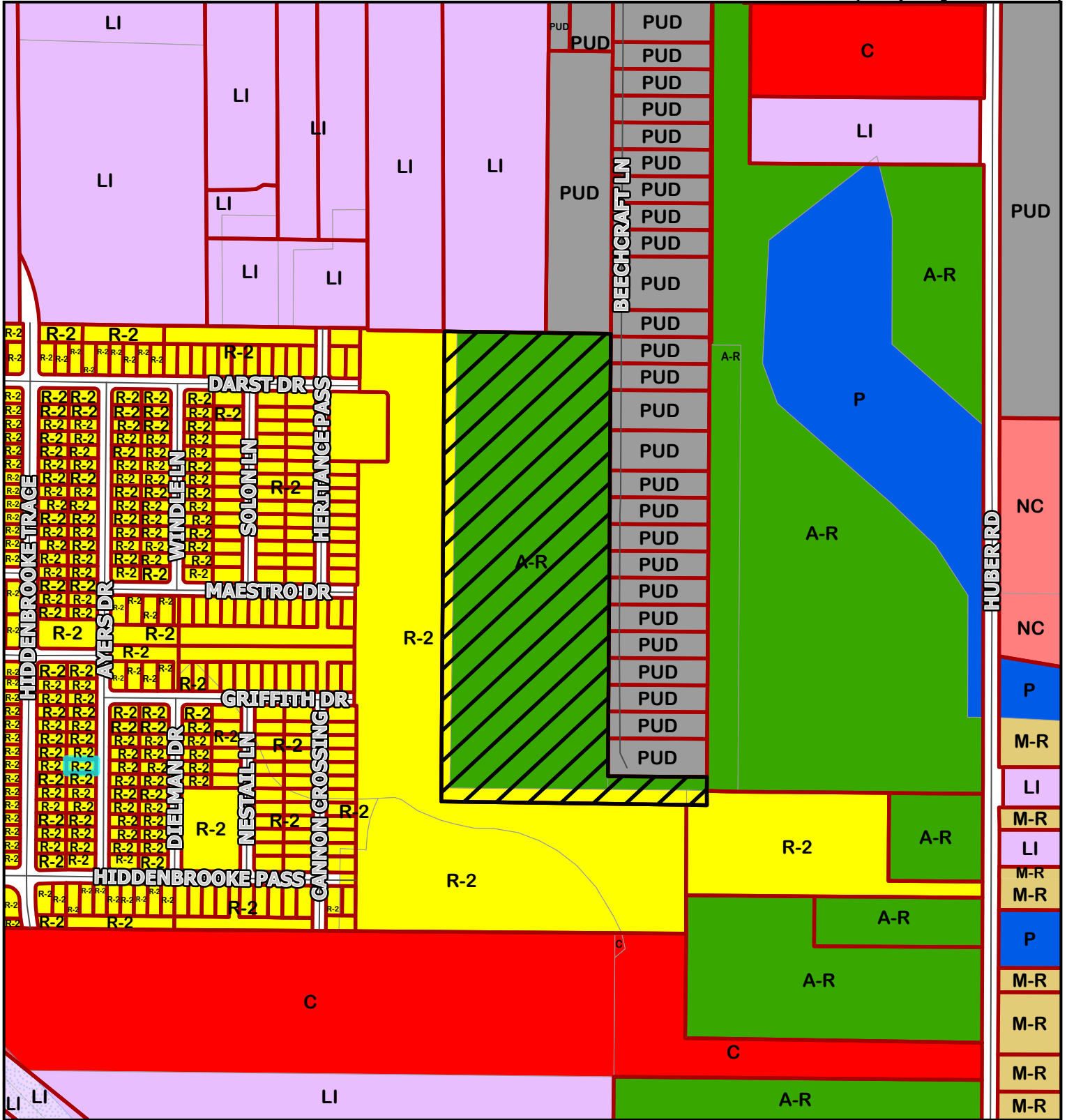
-  200' Buffer
-  Parcel

1 inch = 500 feet

Printed: 3/17/2026

# ZONING MAP

South of Beechcraft Ln & Rudeloff Rd. (Property ID: 52966)



- |                      |                          |                          |                             |                            |
|----------------------|--------------------------|--------------------------|-----------------------------|----------------------------|
| Agricultural - Ranch | Light Industrial         | Manufactured Home Park   | Single Family Residential 1 | Zero Lot Lines             |
| Commercial           | Manufactured-Residential | Neighborhood Commercial  | Single Family Residential 2 | Corridor Overlay Districts |
| Duplex 1             | MultiFamily 1            | None                     | Rural Residential           |                            |
| Duplex 2             | MultiFamily 2            | Public                   | ROW                         |                            |
| Industrial           | MultiFamily 3            | Planned Unit Development | Suburban Residential        |                            |

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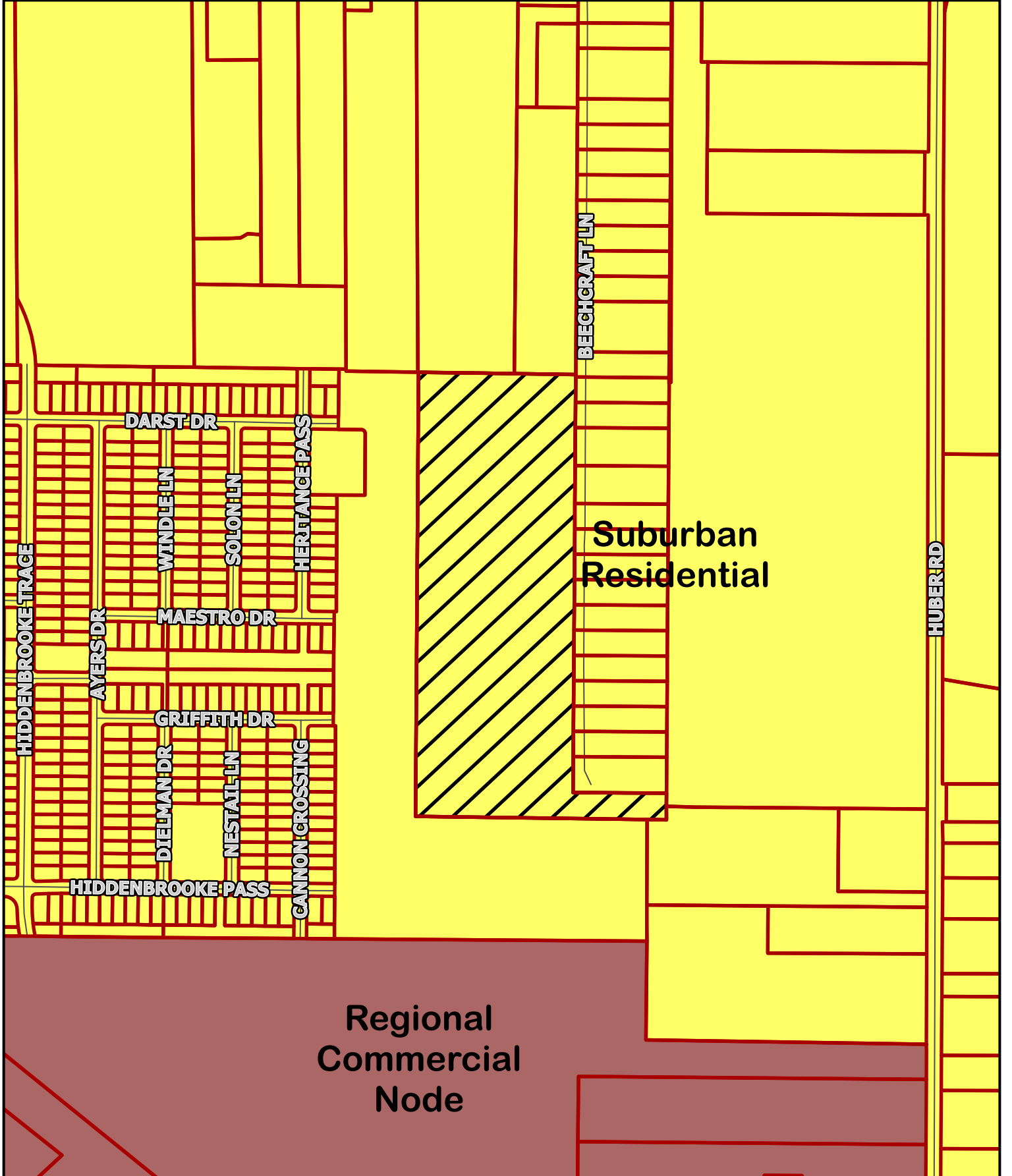
Site Location  
 Parcel

1 inch = 500 feet

Printed: 3/17/2026

# FUTURE LAND USE MAP

South of Beechcraft Ln & Rudeloff Rd. (Property ID: 52966)



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**Site Location**

1 inch = 500 feet

Printed: 3/17/2026

To be on record, this form may be filled out and mailed to the Planning and Zoning Department, City of Seguin, P. O. Box 591, Seguin, Texas 78156.

Please be advised that under the Open Records Act, Public Information is Available to All Members of the Public. Section 552.023 of the Government Code provides that a governmental body may not deny access to information to the person, or the person's representative, to whom the information relates. Public information includes correspondence, comments relevant to public issues and other information received from the public regardless of the medium in which it is received, collected or retained.

**REPLY**  
**NE South of Beechcraft Lane & Rudeloff Road**  
**Property ID 52966**



**(ZC 04-26)**

Name: Joe D. Power

Mailing Address: \_\_\_\_\_

Phone No.: \_\_\_\_\_

Physical Address of property (if different from the mailing):  
667 Beechcraft Lane, Seguin TX

**If "In Favor" or "Opposed" please explain why in space allotted below:**

In Favor

Opposed

Reasons and/or comments As a Huber Airpark owner, I am opposed to the zoning / PUD land use plan because any commercial or residential development, allowed by such changes, would be sharing the airport access road. This would give the development tenants / owners unfettered access to a very dangerous environment, i.e. the aircraft taxiways and runway, causing a potentially serious safety issue which the current airport lot owners could be held responsible for.