CITY OF HOUSTON
Planning & Development Department

John Whitmire
Mayor

Vonn Tran
Director
P.O. Box 1562
Houston, Texas 77251-1562

T. 832.393.6600
F. 832.393.6661
www.houstontx.gov

Special Request Notice

VAR/SE

November 3, 2026

NOTICE OF VARIANCE

REFERENCE NUMBER：2026-1752

PLAT NAME：Afton Park GP

The Planning and Development Department has received a subdivision plat application with a variance request for the property located at 1093 & 1907 Afton Street. Pursuant to the City of Houston's Code of Ordinances, Chapter 42, the Department has mailed written notice of this application with special request to all property owners within 300ft of the boundary of the proposed plat per the most recent property tax records.

The applicant is requesting a variance To exceed intersection spacing along Afton Road & Antoine Drive by not providing an E/W street through the property. Enclosed are copies of the variance request, the proposed subdivision plat and any exhibits provided by the applicant.

The applicant, Jake Patrick, with City Choice Group, LLC, on behalf ofthe developer, can be contacted at 832-428-6021 for additional information regarding this project. You may also contact the Planner, Devin Crittle, with the Planning and Development Department regarding this notice via email at Devin.Crittle@houstontx.gov or call (832) 393-6534.

The Planning and Development Department staffis currently reviewing this application and will present a recommendation to the Houston Planning Commission. The Commission isthe non-legislative body authorized to review and render decisions on subdivision applications and requests.

The Houston Planning Commission will hold a public meeting to consider this application. A sign with this information has also been posted on the site.

PLANNING COMMISSION MEETING INFORMATION:
Thursday, December 3, 2026 , at 2:30 PM
City Hall Annex Building, 900 Bagby Street
City Council Chamber, Public Level, Houston, Texas

Members of the public may make comments or express concerns about the proposed project by attending the meeting at City Council Chamber listed above. **Anyone attending the meeting must sign up on a designated form located**

See reverse side for useful information.

Para más información acerca de este documento, favor de llamar al Departamento de Planificación y Desarrollo al 832-393-6659.

Council Members: Amy Peck • Tarsha Jackson • Joe Panzarella • Carolyn Evans-Shabazz • Fred Flickinger • Tiffany D. Thomas • Mary Nan Huffman • Mario Castillo • Joaquin Martinez • Edward Pollard • Martha Castex-Tatum • Julian Ramirez • Willie Davis • Twila Carter • Alejandra Salinas • Sallie Alcorn Controller: Chris Hollins

at the entrance to the Council Chamber .

You may submit comments by sending an email to speakercomments.pc@houstontx.gov, at least 24 hours in advance of the meeting. ALL comments submitted by the deadline will be made part of the meeting record.

THE PLAT MAY BE DEFERRED. THE NEW DATE FOR COMMISSION ACTION WILL BE INDICATED ON THE POSTED SIGN(S) THE MONDAY MORNING FOLLOWING THE PLANNING COMMISSION DEFERRAL

To view the complete Planning Commission meeting agenda, go to www.houstonplanning.com. Information on this page explains more about the terminology used in this letter.

TERMINOLOGY

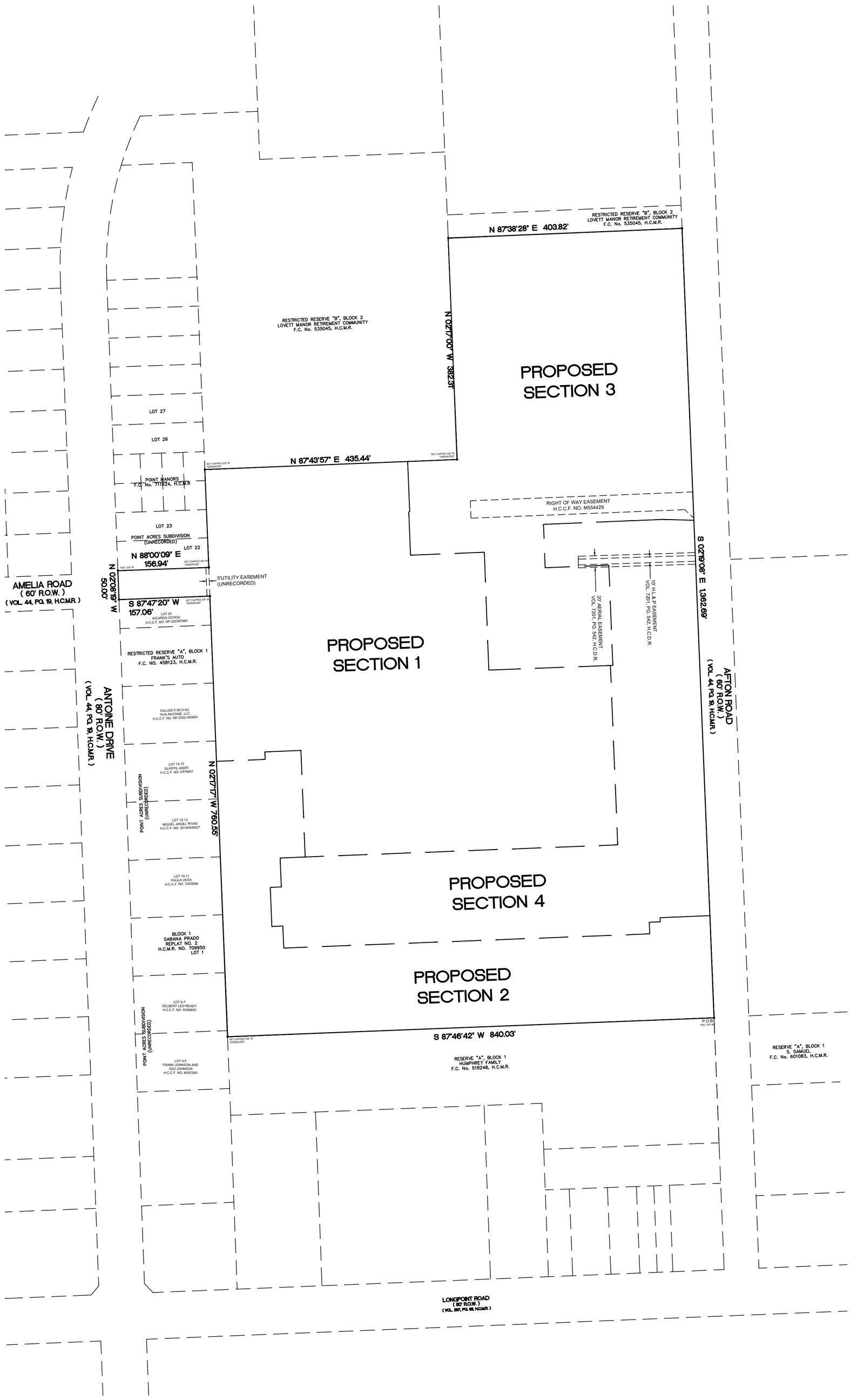
- **CHAPTER 42:** The City of Houston's, Code of Ordinances that describes the rules and regulations for subdividing property within the corporate limits and the extraterritorial jurisdiction.
- **EXTRATERRITORIAL JURISDICTION (ETJ):** Represents the area extending beyond Houston's corporate limits approximately five miles into the unincorporated areas of Harris, Fort Bend, Liberty, Montgomery, and Waller counties.
- **SUBDIVISION PLAT:** A graphical presentation of a particular surveyed tract of land laying out street rights-of-way, lots and reserves, building setback lines, and easements which must comply with the development requirements of the City of Houston's, Code of Ordinances, Chapter 42. These regulations, adopted by City Council, are intended to promote the safe, orderly and healthy development of the City and its extraterritorial jurisdiction. The approved map subsequently may be filed and recorded with the appropriate county clerk's office as the official map of record for this property.
- **SUBDIVISION REPLAT:** Is simply a subdivision plat that further subdivides an existing subdivision plat. Typically, a replat will make changes to the layout of lots, reserves, building setback lines and easements.
- **DEED RESTRICTIONS:** Private covenants between property owners that are recorded with the appropriate county clerk's office that bind all or some property owners in a neighborhood or subdivision to follow a specific set of guidelines. Typically, deed restrictions are designed to limit activities, building layout and design, and / or land uses. A replat does not amend or remove any deed restrictions.
- **VARIANCE:** A deviation from strict compliance with the rules and regulations of Chapter 42. The applicant must document a reasonable hardship that staff can evaluate. This is a type of Special Request.
- **SPECIAL EXCEPTION:** A modification to certain standards of Chapter 42. The applicant must document existing special circumstances unique to the land that justify modification of the development standards. This is a type of Special Request.
- **RECONSIDERATION OF REQUIREMENT:** At the request of the property owner of a proposed subdivision, the commission may reconsider any requirement or condition of approval imposed on it.
- **SITE PLAN:** A site plan is an architectural drawing that outlines the specific layout and design of a development project or property.

PLANNING COMMISSION BODY, AUTHORITY AND OBLIGATION

- The Houston Planning Commission is a non-legislative body authorized to govern the subdivision rules and regulations described in Chapter 42. The Commission consists of 26 members and meets per their adopted Commission meeting schedule available on Planning Department webpage.

PLANNING DEPARTMENT STAFF, AUTHORITY AND OBLIGATION

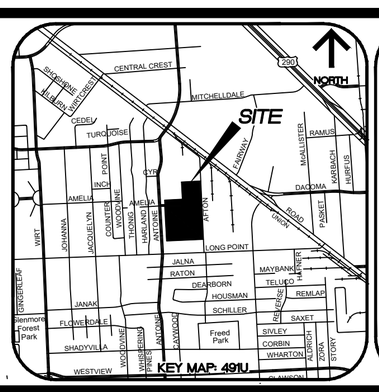
- Development Services Division reviews subdivision plats, replats and development plats for compliance with the rules and regulations described in Local Government Code 212.015, Chapter 42, Chapter 26, and Chapter 33 and prepares recommendations for Planning Commission consideration.



NORTH

0 25' 50' 100' 200'
SCALE: 1"=100'

NOVEMBER 2, 2026



AFTON PARK GP

A SUBDIVISION OF 22.61 ACRES SITUATED IN THE J. FLOWERS SURVEY, ABSTRACT NO. 269, CITY OF HOUSTON, HARRIS COUNTY, TEXAS.

OWNER: RIVER OAKS HIGHLAND, LLC & KNA PARTNERS, a Texas Joint Venture

SURVEYOR: WINDROSE LAND SURVEYING

C:\Users\djake\OneDrive\Desktop\Afton\Submittal\Afton General Plan.dwg

CONCEPTUAL SITE PLAN

340 LOTS

22.588 ACRES (983,928 s.f.)

PLANNING & DEVELOPMENT DEPARTMENT

APPLICANT'S
Variance Request Form

Application Number: 2026-1752
Plat Name: Afton Park GP
Applicant: City Choice Group, LLC
Date Submitted: 10/30/2026

(Sec. 42-47 and Sec. 42-81)
Specific Variance is being sought and extent of variance:
to exceed intersection spacing along Afton Road & Antoine Drive by not providing an E/W street through the property.

Chapter 42 Section: 42-128 (a)

Chapter 42 Reference:
(a)Each class III plat and each general plan that shows local streets shall provide for internal circulation by meeting either of the following requirements:(1)Each local street shall intersect with a street that meets the requirements of subsection (b) at least every 1,400 feet;

Statement of Facts
(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR
n/a

(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;
The subject site is located in northwest Houston within the city limits and has frontage on both Antoine Drive, a major thoroughfare, and Afton Road. The site's 50 feet of frontage along Antoine Drive will be used for the main permanent access easement (PAE), from which the development will take its primary access. This frontage aligns directly across Antoine Drive with Amelia Road, an existing public street, and with an existing median opening.
The proposed development, approximately 22 acres in size, will contain a mix of townhomes and single-family homes on larger lots, along with amenities and a large detention basin. At full build-out the site is expected to contain between 300 and 400 lots. To serve this lot count, the development will provide three points of access: the main entrance on Antoine Drive described above, and two additional points of access along Afton Road on the eastern side of the property.
Land uses along Antoine Drive are varied and include single-family lots, large multifamily tracts immediately northwest of the subject site, and commercial and industrial uses. Afton Road, by contrast, is developed entirely with large industrial warehouse tracts. To the south, Afton Road connects to Long Point Road, a major thoroughfare. To the north, the Union Pacific Railroad and Hempstead Highway force

Afton Road to turn back and intersect Antoine Drive.
Because the Union Pacific Railroad and Hempstead Highway east of Afton Road block any further extension of the required east/west street, and because Afton Road is developed entirely with industrial tracts, the street would not provide additional circulation for the area. It would, however, give the heavy industrial truck traffic on Afton Road a cut-through route to Antoine Drive directly through a residential community, which would be unsafe for future residents. Strict application of Section 42-128(a) would therefore create an impractical development, one contrary to sound public policy.

(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;
The circumstances supporting this request are existing conditions that the applicant did not create: the established industrial land use pattern along Afton Road, and the Union Pacific Railroad and Hempstead Highway corridor east of Afton Road, which prevents the required street from extending beyond the subject site.

(3) The intent and general purposes of this chapter will be preserved and maintained;
The intent of the intersection spacing requirement is to provide adequate circulation for the overall area. Granting this variance will not impair that circulation, because the required street could not extend beyond Afton Road and would not connect to any additional part of the public street network. The subject site will have adequate internal circulation through the proposed PAE network, with three points of access appropriate for the number of lots that will ultimately occupy the site.

(4) The granting of the variance will not be injurious to the public health, safety or welfare;
Mixing heavy industrial truck traffic with residential traffic on local streets is unsafe and should be avoided where possible. Granting the variance avoids creating a truck cut-through from Afton Road to Antoine Drive through a neighborhood where children, pedestrians and pets will be present. The proposed PAE network and three points of access will provide adequate circulation for the development while keeping large trucks out of it.

(5) Economic hardship is not the sole justification of the variance.
Economic hardship is not a basis for this request. The variance is justified by the physical constraints surrounding the site: the Union Pacific Railroad and Hempstead Highway corridor east of Afton Road prevents the required east/west street from extending beyond the subject site, so the street would add no circulation to the public street network. The variance is also justified on public safety grounds, because the street would create a route for industrial truck traffic from Afton Road through a residential community to Antoine Drive.
The request rests on the facts that the street would serve no area-wide circulation purpose and would introduce an unsafe condition for future residents. The development will still provide adequate access and circulation through three points of access and an internal PAE network.