



# SUPER NEIGHBORHOODS

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## SUPER NEIGHBORHOODS

### Super Neighborhood 5 - Greater Inwood

**NAME:** 05 Greater Inwood

**DATE RECOGNIZED:** 05.11.2000

**COUNCIL DISTRICT:** A, B

**CONTACT AND MEETING INFORMATION:**

3rd Monday, 7:00 p.m., Quarterly

Forest Lake Townhouse Assoc. Clubhouse

5805 Lumberdale Road, Philip Salerno

[www.facebook.com/groups/382965012120612](http://www.facebook.com/groups/382965012120612)

713-681-0568

[philipflth@comcast.net](mailto:philipflth@comcast.net)

**LOCATION:**

Greater Inwood is located in the northwest part of Houston. It is accessible via six major thoroughfares: Antoine, West Little, West Gulf Bank, Pinemont, Victory, and Tidwell. The Burlington Northern Santa Fe Railroad bisects the community. It is 30 minutes away from downtown Houston, the Texas Medical Center, the Galleria, and the George Bush International Airport.

**COMMUNITY DESCRIPTON AND HISTORY:**

Greater Inwood area was developed in the early 1960s for oil executives during the Houston oil boom. During this period, the Inwood Forest Country Club was built, a private golf course, later became a community gathering place. The club, located on Antoine is no longer used as a golf course. This ethnically diverse community has a mixture of land uses, with single-family residential comprising the majority (85%) of the land uses. These homes are located in 35 neighborhoods including Inwood Forest, Candlelight Oaks, Woodland Trails, Candlelight Forest, Forest West and Antoine Forest Village. Industrial uses account for the second highest (9%) land use and are concentrated primarily along two major

## SN LINKS

[Super Neighborhoods Home Page](#)

[Alliance](#)

[Guidelines](#)

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[Department of Neighborhoods](#)

[Mayor's Assistance Office](#)

[OurNeighborhoods@houstontx.gov](mailto:OurNeighborhoods@houstontx.gov)

thoroughfares, Bingle Road and Houston Rosslyn. The International Paint Company is one of the major employers in the area. Office uses, which account for the least (2%) land use, are scattered throughout the area. Several large apartments in the area are located along Antoine, Tidwell, De Soto, Holly View, West Little York and Gulf Bank.

#### **NEIGHBORHOODS:**

There are three active organizations in the community: the Greater Inwood Partnership (GIP), The Greater Inwood Super Neighborhood Council (GISNC), and the Near Northwest Management District (NWMD). The GISNC is an organization of residents and stakeholders that serve as a forum to discuss issues impacting the area, reach a consensus on projects and develop a super neighborhood action plan (SNAP), a list of community action items.

#### **CIVIC CLUBS:**

#### **COMMUNITY SCHOOLS:**

Smtih Academy Ermel Elementary Holbrook Elementary Caraway Intermediate Clifton Middle Hoffman Middle Eisenhower Ninth Grade Eisenhower High Scarborough High

#### **COMMUNITY ORGANIZATIONS:**

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The GIP, <http://www.greaterinwoodpartnership.org/>, is a non profit organization with a mission to develop, encourage, promote, beautify, protect and unify the area. Major accomplishments of the organization include the creation of three new park spaces, the creation of the Near Northwest Management District, and the awarding of more than \$60,000 in education scholarships, and the planting of more than 3000 trees and shrubs.

The NWMD, <http://www.nearnorthwestdistrict.com>, was created by the State of Texas to promote and coordinate economic growth, cultural activities and public welfare in the area. The group has successfully undertaken many projects including graffiti abatement, Highway 290 expansion information and advocacy meetings, Adopt an Esplanade support, and was recently awarded a weed and seed grant from the federal government to undertake many projects including after school programs and economic development.

#### **PARKS:**

#### **SUCCESS STORIES:**



# The Project

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## THE TEXAS HIGH-SPEED TRAIN

Nearly 100,000 Texans, sometimes called “super-commuters,” travel back and forth between Houston and Dallas/Fort Worth more than once a week ([source](#)). Many others make the trip very regularly. The approximately 240-mile high-speed rail line will offer a total travel time of less than 90 minutes, with convenient departures every 30 minutes during peak periods each day, and every hour during off-peak periods – with 6 hours reserved each night for system maintenance and inspection.

### JOY OF THE JOURNEY

- ✓ Capable of operating at speeds in excess of 200 miles per hour and moving passengers between Dallas and Houston in less than 90 minutes
- ✓ Substantive, wide-bodied seats, arranged “two-by-two” and separated by an aisle, ensuring sufficient leg, head and elbow room with no “middle-seat squeeze.”
- ✓ Choice of service levels, with quiet, work-friendly cabins and food and beverage options to fit your needs and budget.
- ✓ Plentiful Wi-Fi and power outlets, so passengers can get down to business, read, enjoy a movie, talk or catch a quick nap.
- ✓ Fares highly competitive with the cost of travel by auto or commercial air service
- ✓ A variety of retail stores, restaurants and shops located in passenger stations, each with a distinctly Texas style of service provided by well-trained staff who are eager to please.
- ✓ Departures every 30 minutes during peak travel periods, with passengers able to review schedules, select seats, purchase tickets, change travel plans, order on-board food and drinks, reserve rental vehicles at their destination and book onward travel connections online or via mobile apps.
- ✓ Stations located with easy access to major roadways, connections to public transit options, and plenty

of on-site parking.

## TECHNOLOGY

JRC's Series N700 rolling stock features 16-car trains running between Tokyo and Osaka, Japan. To serve the Texas market, Texas Central anticipates an eight-car train with seating capacity for an estimated 400 passengers, and the room necessary to provide them the comfort, amenities and service options they will expect and deserve.

Other advantages of the N700 system include—

### Safety

Zero fatalities due to train accidents in 54+ years of operations.

### Separation

The Texas High-Speed Train will operate on secure, separate, closed tracks dedicated fully to high-speed passenger trains with no sharing with freight or other passenger rail services, and no dangerous roadway intersections for vehicles, pedestrians or animals to have to cross.

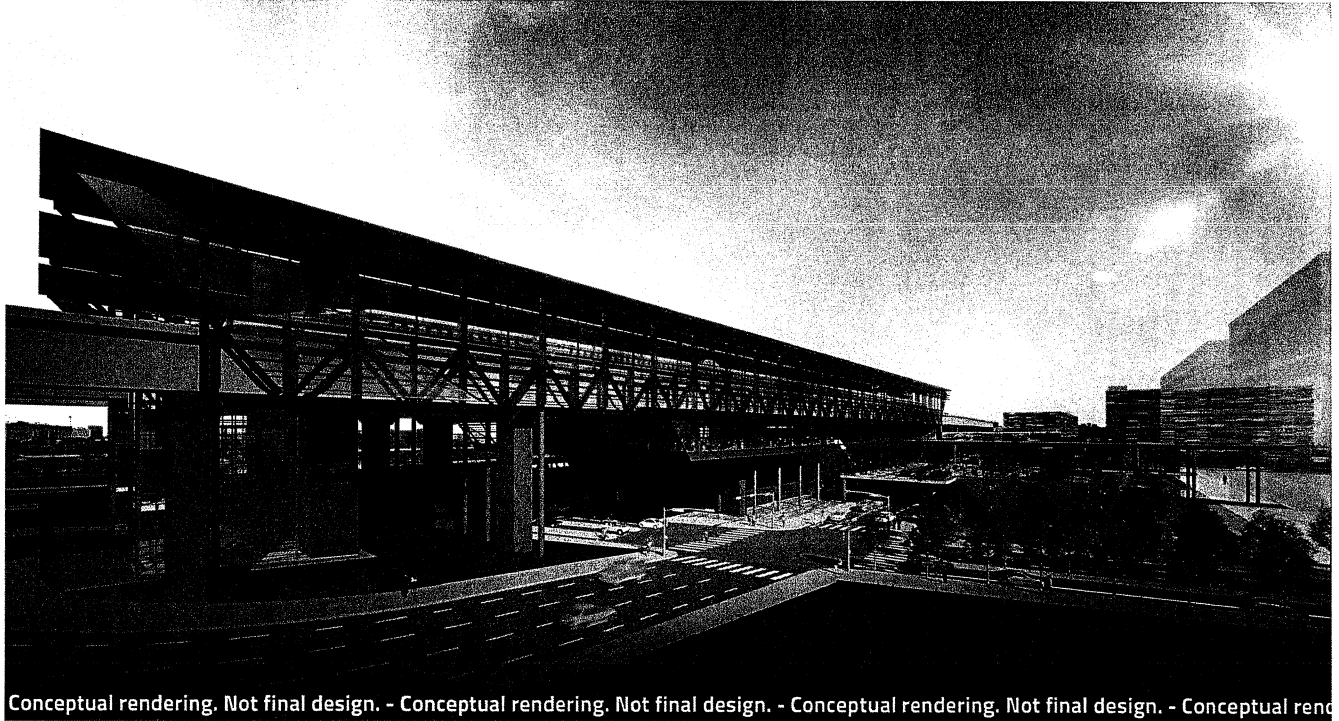
### Efficiency

All-electric trains powered via overhead catenary cables, with an advanced regenerative braking system that conserves and converts kinetic energy into electric power to slow the train.

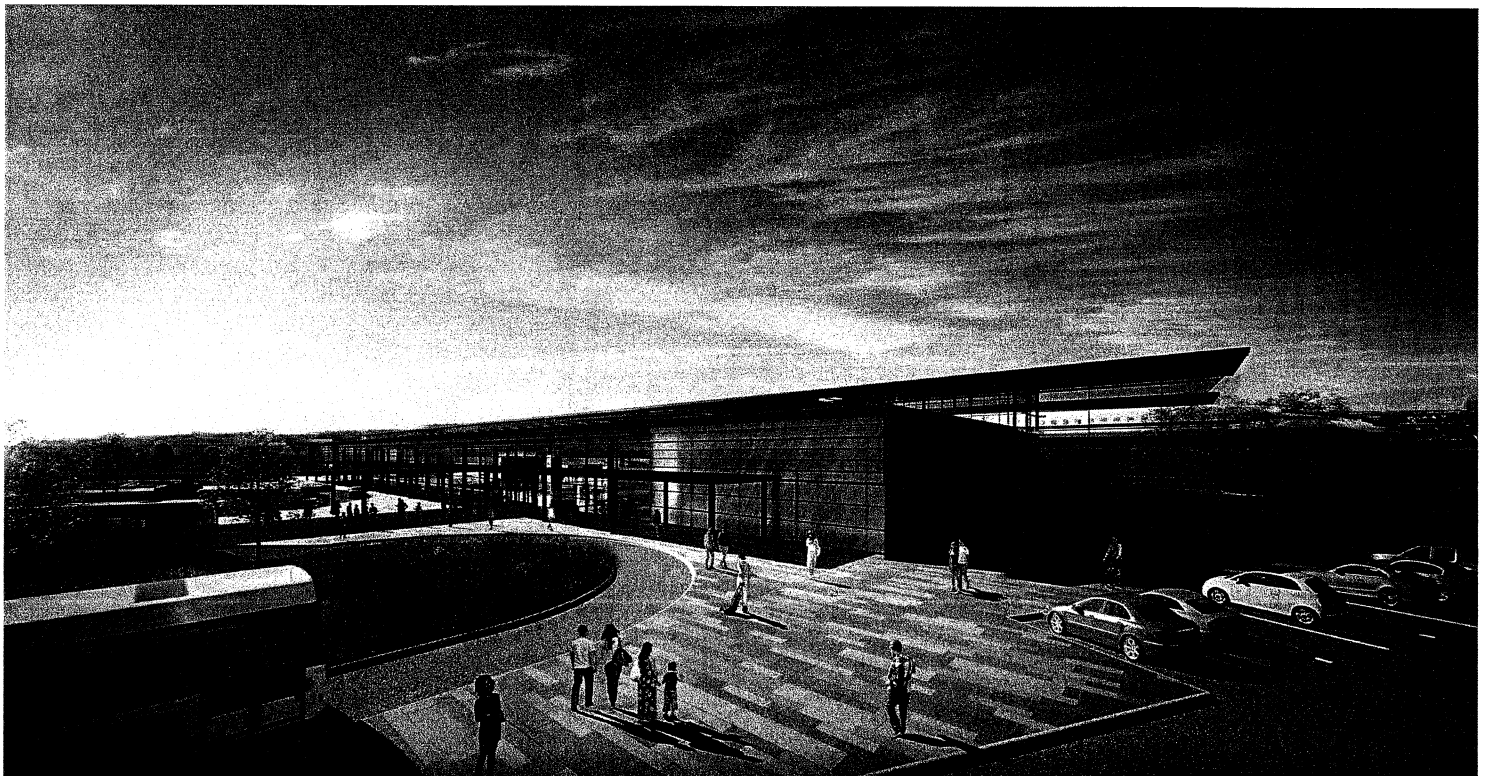
## NORTH TEXAS STATION LOCATION

The North Texas passenger station will be located in the revitalized Cedars neighborhood of Dallas, just south of downtown, near the Interstate 30 and Interstate 35 interchange. From this location, passengers will have a quick connection to the Greater Houston region and the Brazos Valley as well as to multimodal transportation networks in Dallas and surrounding areas.

Texas Central is partnering with Matthews Southwest to serve as the developer of the Dallas high-speed train station.



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## BRAZOS VALLEY STATION LOCATION

The only stop on the Texas High-Speed Train's daily journeys between North Texas and Houston will be in Grimes County on a 60-acre plot of land on Highway 30, just west of Highway 90, in the Roans Prairie area, about equidistant between College Station and Huntsville.

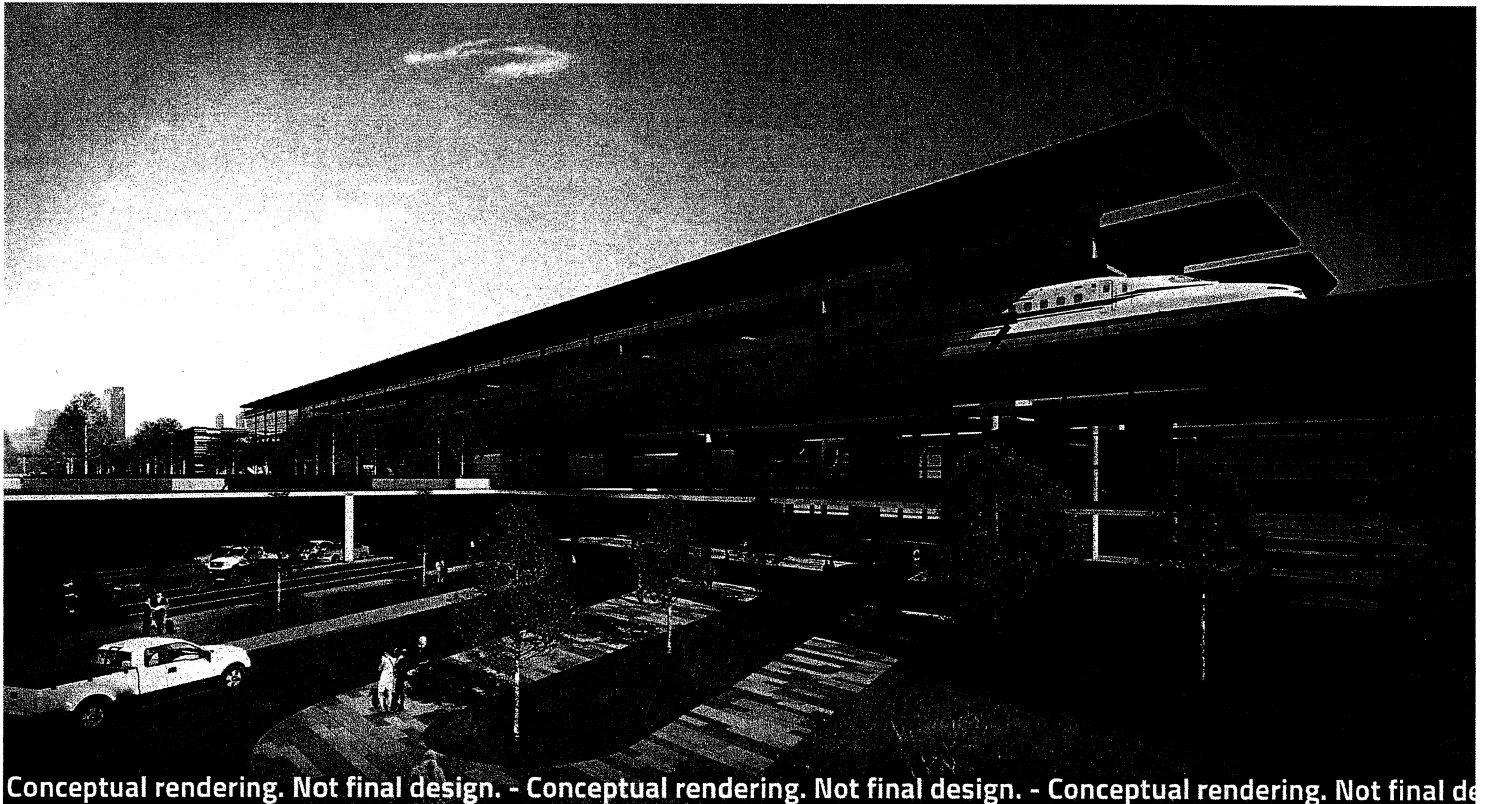
This site offers an east/west connectivity along Highway 30 that, combined with the proximity to Highway 90, provides passengers hassle-free, quick access to the train station whether they live in major population centers like Bryan/College Station, Huntsville, Madisonville and Navasota, or smaller communities in the area. Plans also call for a shuttle service that will directly connect the Texas A&M campus to the Brazos Valley Station. From that location, it will be a roughly 50-minute ride to Dallas or a 30-minute ride to Houston.

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## HOUSTON STATION LOCATION

The Texas High-Speed Train's Houston passenger station will be located at the Northwest Mall site near the interchange of US 290 and Interstate 610 in northwest Houston.

The terminal will be ideally located in a high-growth area, with easy access to employment centers, including the Galleria, the Energy Corridor, the Medical Center and downtown. The station not only will be a catalyst for economic growth but it also will offer a convenient, efficient and direct network for passengers to and from local transit systems.



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## Download Important Documents:



**Screening of Corridor Alternatives Report**



**Screening of Alignment Alternatives Report**



**Last Mile Analysis Report**



**VIEW ALIGNMENT MAPS**