

New Caney, Texas

New Caney is a community or populated place ([Class Code U6](#)) located in [Montgomery County](#) at latitude 30.155 and longitude -95.211. The elevation is 95 feet. New Caney appears on the *Splendora* U.S. Geological Survey Map.

A Brief History

Spanish missionaries and conquistadors settled in the area. In 1837 Governor Sam Houston established Montgomery County, the third county established in the Republic of Texas.

Located across the east fork of the San Jacinto River, East Montgomery County has a rich history as well, with some of the earliest settlers making their way here in the 1860s. Over the years, other communities including Porter, New Caney, Splendora and Grangerland, were started and continue to thrive today.

In the early 1840s settlers were drawn to this area by the large timber stands covering the land. Sawmills became the main economic force. Located on the Texas and New Orleans Railroad, the community of Porter was originally called Porter Mill, after the first sawmill in the area. Just up the road, Presswood and the Boggy District were founded. In 1862 Captain John Robertson petitioned the Post Office for the name Caney, Texas but found out that there was already a town with the same name; thus, the name New Caney was established to avoid confusion with the other town.

In 1907 Dr. Edwin Granger founded the area known as Grangerland. A cotton gin was built, and his sons S.D. and Wyn built "Granger Camp" for the oil field families. Splendora, six miles north of New Caney, was developed in the 1880s by Charles Cox. It became known as Cox's Switch since Mr. Cox was instrumental in having the railroad put in a narrow gauge spur from Houston for crossties and lumber, resulting in many railroad and lumber-related jobs. In 1886, Mr. Cox asked the postmaster to rename the town Splendora because of the "splendor of its floral environment." Patton Village was developed by William Patton in the 1950s as the area's first real estate development.

In the 1960s, the development of Bush Intercontinental Airport on Houston's north side spurred construction of the Roman Forest, Woodbranch Village, Patton Village and Kingwood subdivisions. Woodbranch Village and Roman Forest, Houston's "satellite city" became the area's more restricted real estate developments. Kingwood became one of the most successful master-planned communities in the nation and today is home to more than 70,000 residents.

In 1994, a 4,912-acre state park with 2,404 acres in East Montgomery County was opened. Entrance to the park is just east of New Caney on FM 1485. Also that year, Highway 242 was opened, connecting the area to Interstate 45 and the western portion of the county.

Our convenient location is less than 30 miles northeast of downtown Houston along Highway 59. East Montgomery County is experiencing robust population and commercial growth. Numerous new subdivisions and expansion of existing developments are underway. New commercial tracts are being developed as well. Conveniently located less than 20 minutes from George Bush Intercontinental Airport and close to the Port of Houston, the area is a prime location for commercial and residential development.

We are excited about the future!

This page provides links to compiled news articles and press releases regarding the new dinosaur-themed education and entertainment park, commonly referred to as the "Dinosaur Park", in New Caney, TX.

February 22, 2008 the EMCID Board, Dino Don & Marlin/Atlantis announced the signing of the Memorandum of Understanding for the development of the EarthQuest Resort. The developer showed the plans for the 500 acre site and included features. Ground breaking is now planned for 2nd Quarter of 2009.



DINO QUESTIONS? Call EMCID at 281-354-4419

Frequently Asked Questions:

1. **Where is it going to be built?** The EarthQuest Resort will be located along Caney Creek, just north of the intersection of FM1485 and US Hwy 59 N in New Caney TX. New Caney is just 40 minutes from Downtown Houston.
2. **Is there an information website?** Not yet. We will provide a link on this page to the official website as soon as it is published.
3. **Who is "Dino Don"?** - Learn more about Don Lessem at his website <http://www.dinodon.com/dinosaurworld.htm>

Plan for dino park project grows
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05/02/2008

Outlet malls, hotels and housing have been added to the EarthQuest Adventures Dinosaur Park project, according to the East Montgomery County Improvement District.

Initially, the project was proposed to just be a museum and theme park with a net ad valorem base of \$700 million. After further discussion and additional planning, more activities have been added to the scope of the project.

"Since that time, we further discussed other components that will be contained in the development. Particularly a hotel site as well as other retail opportunities," said Frank McCrady, president of EMCID. "With the investment group and developers that are looking at the project, they have gone far and above the initial concept of just a theme park."

Along with the theme park and museum, developers are now looking into putting an eco-hotel component in the project that will offer treetop lodging. On the west side of the area will be the tourism attraction where there is room for four hotels in the development.

One of the biggest significant changes of the project is the ad valorem base of \$700 million has increased to \$1.5 billion, which includes hotel sites, outlet malls, outlet retail as well as low-, mid- and high-density housing.

"If you break apart the project, the majority of the housing development is contained for the Roman Forest community and the retail and outlet side is contained in the transportation corridor of U.S. Highway 59 on both sides," McCrady said.

The theme park and museum will be on the further west part of the development. The project also includes space for future retail expansion and office space.

With changes to the dinosaur park, EMCID feels it has increased the investment in the community and diversified the base of the project instead of a single-purpose development.

The EMCID board of directors approved a memorandum of understanding on EarthQuest Adventures. This document outlines reimbursement procedures regarding the developer to reimburse EMCID for the amount of expenses that has been incurred on the front end of the project.

"Initially, we (EMCID) funded money in the beginning towards the project in the amount of \$650,000 and our developer has agreed to reimburse us," McCrady.

Beyond the \$650,000 that the improvement district put in, it also committed to put in \$4.5 million and is receiving consideration in the re-investment in the project.

"By the time we get to November, we are looking at doing a bond issue just to fund the developer \$4,150,000," he said.

The memorandum of understanding also covers the repayment by the for-profit once it receives its construction funding in 2009 and breaks ground. A portion of the construction fund will go back to EMCID.

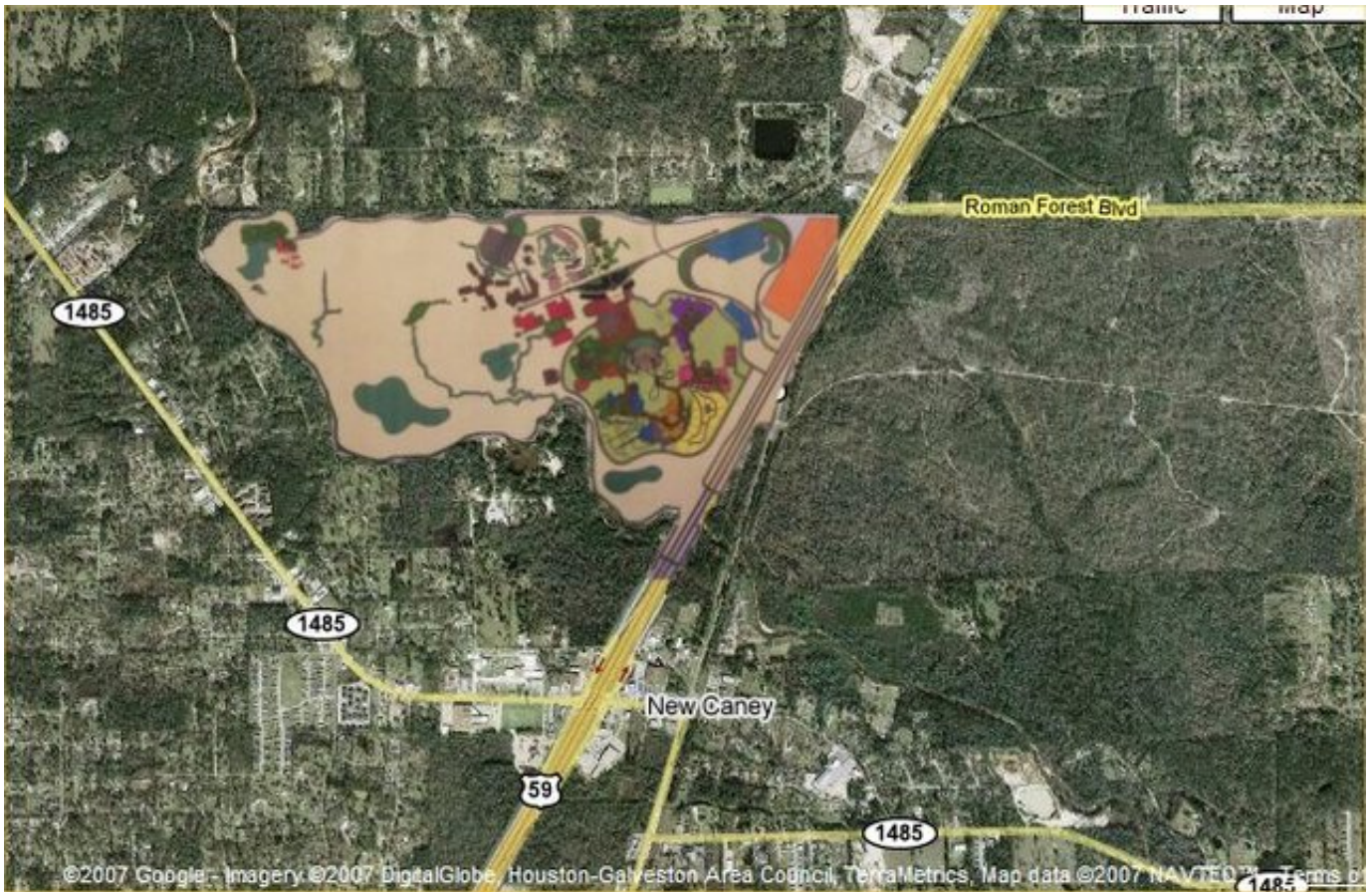
If the project does not move forward, the agreement will allow EMCID to purchase certain tracts of land. The district started the project by committing to the museum, a 50-acre site.

"This is a binding document. Once we get to November, regardless of the economy, it puts the burden on EMCID to allocate the funding toward the developer for the reimbursement of their expenses," McCrady said. "With economic development projects, there are inherent risks. A risk of \$4 million in relation to a \$1.5 billion investment in our community is a good return on your investment."

For more information on EarthQuest Adventures, call the East Montgomery County Improvement District at 281-654-4419.

Advertisement





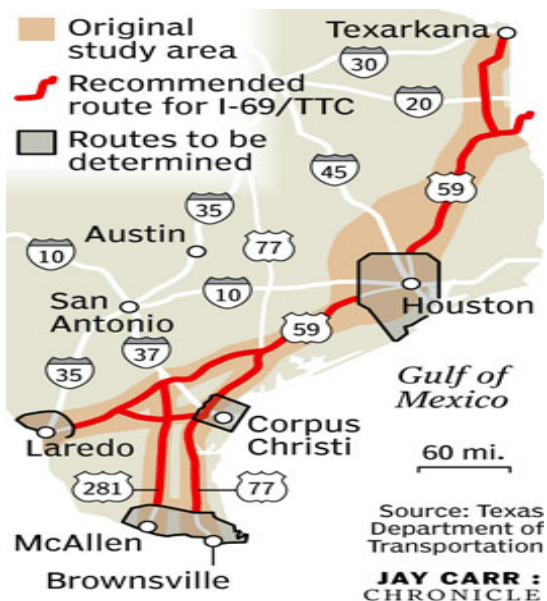
Real Estate Neighborhoods

June 11, 2008, 6:29AM

Trans-Texas Corridor plans take a detour

State rules out building roads through rural areas and now says it will stick to major highways

By RAD SALLEE
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The Texas Department of Transportation said Tuesday it has abandoned plans to build part of the controversial Interstate 69/Trans-Texas Corridor through rural areas north and west of Houston.

Instead, TxDOT said, it will stick to major highways — principally U.S. 59 — for most of the route. Through the Houston area, it could stay on U.S. 59 or go on Loop 610 or the planned Grand Parkway.

In South Texas, where many residents welcomed the corridor plan, part of the superhighway would go on U.S. 281, U.S. 77 and Texas 44.

The change of plans comes after months of grass-roots opposition from rural residents in the areas under study for the route in East Texas and counties west of Houston.

Merchants along U.S. 59 who had supported the idea of making the route an interstate highway were incensed at TxDOT's announced plan to name a private partner to build and operate the corridor as a toll road and develop its own concessions along it.

The revolt spread to elected officials at all levels, leading the Legislature in 2007 to impose a two-year moratorium on long-term privately operated toll projects.

"Thank God. That is the best news I have heard in a long time," said Dennis Mlcak, who ranches in Frydek, near Sealy. The small Czech community is in the former corridor study area.

Lloyd Koppen of nearby Mixville, whose ranch lay near the center of the study area, was brief in his response: "Whooo!"

"Maybe now we can get on with our lives and make some repairs that we have been putting off," Koppen said.

TxDOT officials had planned to publicly announce the change today after briefing reporters privately Tuesday.

The story broke early, however, after others, including state Sen. Robert Nichols, R-Palestine, spoke to news media about the change.

Grand Parkway in the mix

Nichols, a former member of the Texas Transportation Commission, said he sees the change as "a huge victory for the public," KHOU-TV reported.

"I believe utilizing existing infrastructure will be more cost efficient and have far less negative impact on family farms and small communities," Nichols said.

Harris County Judge Ed Emmett said the change would have little impact on Harris County "because we already have a fully developed U.S. 59 and they're not allowed to go in and toll. They can't lease a highway that's already been built."

The Harris County Toll Road Authority is eager to develop the northwest segment of the planned Grand Parkway, which was being considered as long ago as 2000 as the route for a future Interstate 69. That project was folded into Gov. Rick Perry's Trans-Texas Corridor plan, announced in 2002.

Under legislation enacted by opponents of the corridor idea, the county has first shot at developing the Grand Parkway if it can reach an agreement with TxDOT on its value.

Amadeo Saenz, the department's executive director, said Tuesday that TxDOT is "working closely with HCTRA" on the project. "They are just as interested in getting this built as we are," he said.

Saenz said a large share of the 28,000 comments received in 47 public hearings and 12 town hall meetings along the route expressed opposition to the project.

"A lot of them said, in essence, 'We don't want you, we don't want the route, and we don't want you across our farm,'" Saenz said. "And a lot of people said, 'Why don't you expand 59? You have a perfectly good road in 59.'"

Saenz said he will recommend to the Texas Transportation Commission, which sets policy for TxDOT, that only existing highways, principally U.S. 59, be considered for the route.

"Anything not on an existing highway will be set aside and not moved forward," he said, adding that in the distant future — perhaps 50 years from now — that may become necessary.

He said TxDOT no longer is considering bringing the route west of Houston. Earlier plans had showed the study area passing near Huntsville, Navasota, Prairie View, Waller, Sealy, Wallis, Richmond and Rosenberg, drawing intense opposition from residents.

To be built in segments

Although the revised route sticks mostly to U.S. 59, there still are spurs to the ports of Houston and Corpus Christi.

Through Houston, Saenz said, the corridor might follow U.S. 59, Loop 610 or the planned Grand Parkway. In each of eight segments, he said, the route would be decided by TxDOT with input from advisory committees of local residents and officials. The initial phase likely would involve adding toll lanes to the present lanes of U.S. 59 and building bypasses around many built-up areas, Saenz said.

Other corridor components, such as dedicated lanes for trucks or cars, tracks for passenger or freight rail and easements for utilities, could be added later as needed, he said.

The project likely would be built in segments as needed, based on traffic growth and forecasts indicating that tolling a segment would be profitable, Saenz said. No existing free lanes would be tolled, he said.

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