

Minutes of the Markham Neighborhood Association for 10/8/13:

The quarterly meeting took place at the Rahmani Care Center on the corner of 19th and Dolph, with president Phil Richman presiding. There were eight neighbors present.

Ranata and Dave Niederloh said there are several people on their street who are willing to put up money to have the block of Marigold between 17th and 19th paved using the less expensive method proposed in Sam Adams' s "street by street" plan. This consists of blacktop 16 feet in width and gravel pedestrian paths along the sides. But they have encountered a road block with the city because they do not want to pay up front for more surveys without knowing the final cost to each property owner. They pointed out that their street has already been surveyed five times as part of a larger plan for paving, most recently within the last few years involving 70 homes, and wondered why the information needed could not be extrapolated from the previous plans and tailored to their block of 10 homes. Someone suggested inviting a representative from the city to attend our next meeting to answer questions. Phil said it would be easier and faster if, instead, a few interested members went to the city office involved. He offered to make the initial contact with Andrew Aebi, who presented the previous Local Improvement District (LID) plan.

There was a discussion of the Metro plan for high capacity transit in the Southwest Corridor which was to be voted on by the Portland City Council the following day. Tigard is wanting to vote separately, which will probably take place in the spring. It has already been voted down by King city and Durham. It is thought that the city will not adopt language at this meeting to construct an immediate "road diet" on Barbur. We were told that the next step will be an environmental study.

John Gibbon, who is chairman of the Southwest Land Use Committee and also a resident of our neighborhood, said the city is updating the Southwest plan. The SW may need to restrict development because of the effect on storm water of too much pavement. There are no current land use applications for Markham, which is unusual. He said storm water management in the SW is inadequate and that methods approved for new homes as recently as 10 or 12 years ago is not working. Because of the terrain, what works on the east side does not work in the southwest. Someone gave as an example the backup of storm water at 26th and Taylor's Ferry and at the 19th Ave. overpass during the recent storm. Rod Sites said he has tried unsuccessfully to clear the drain on 19th. As someone pointed out, that was a lot of rain over a very short period of time, but there is recurrent water backup in these areas. John said that you can go to the City of Portland website and look under sewer assets on city maps to see whether your home is considered to have approved drainage, which could be an expensive issue at the time of the sewer inspection if you sell your home.

Phil spoke of the two sidewalk projects in our area, one on Spring Garden and 19th Ave. around the schools, and another approved for Barbur Bld. between 19th Ave. and 26th Ave. The construction in progress is causing inconvenience and change in traffic patterns but will be an asset to the neighborhood when finished.

We were told that the wide sidewalks are due partly to the Americans with Disabilities Act and that the narrower street on Spring Garden was requested by neighbors to slow the traffic and cut down on noise.

The meeting was adjourned and the next quarterly meeting will be on the second Tuesday in January at 7:00 at the same location unless otherwise noted in the Southwest Neighborhoods Inc. newspaper.

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