

W. D. A.

AGENDA COVER MEMO

DATE: November 18, 2003

TO: Lane County Board of Commissioners

DEPT.: Public Works

PRESENTED BY: Frank Simas
Right of Way Manager

AGENDA ITEM TITLE: Report Back/ Supplemental Material Submittal
In the Matter of Upholding the Decision of the Director of Public
Works Denying a Driveway Access to Property at 92256 Marcola
Road Identified as Tax Lot 16-01-18-40 1900.

I. MOTION

THAT THE ORDER BE ADOPTED DENYING A DRIVEWAY ACCESS TO TAX LOT
16-01-18-40 1900, IN ACCORDANCE WITH ACCESS MANAGEMENT POLICY
GUIDELINES.

II. ISSUE OR PROBLEM

A hearing in the above-referenced matter was held before the Board of County Commissioners on October 29, 2003. The vote to approve the Order denying access and thereby upholding the Director of Public Works decision was a tie as there were only 4 Commissioners in attendance at the meeting. Therefore, the motion to approve the Order failed to pass. The Board directed staff to return for a continuation of the Public Hearing on December 3, 2003.

III. DISCUSSION

A. Background

The attached agenda materials from the Board meeting of October 29, 2003, include a copy of the Findings and Conclusions upon which the Directors decision to deny access at the subject location was based. The reasons given for the denial are:

1. The proposed location for the requested driveway would not meet minimum sight distance requirements of 250 feet.

2. The dwelling located on the appellant's adjoining Tax Lot 16-01-18-34-00201 takes its primary access from Queen Street, a Local Access Road at the intersection of Marcola Road approximately 200 feet west of the requested access location and Lane County Access Management Guidelines specify that accesses to vacant lots be eliminated or reduced, that multiple access to the same ownerships be eliminated or reduced and for corner lots that access to the Arterial or Collector street be restricted in favor of the intersecting Minor Collector or Local Road.

3. The shallow depth of the property between Marcola Road and the appellant's dwelling located on the adjacent property would likely not allow vehicles using a driveway at the requested location to enter Marcola Road without backing out into traffic.

In connection with the continuation of this Public Hearing the following supplemental material is submitted by Staff:

1. A letter from the Mohawk Valley Rural Fire District stating that the Fire District is not impacted in any way by the denial of access at this location and that the delivery of emergency services can be accomplished by accessing the property from Queen Street or by parking at the curb along Marcola Road. This letter is marked as Supplemental Exhibit 1.

2. A copy of a letter sent to Arlen and Cheryl Jallo by US Mail and dated April 16, 2002. Said letter was signed by Brian Evans, Real Property Officer with Lane County Public Works, and advises the Jalloes of the planned construction along Marcola Road adjacent to their property and also advises them to remove all items they wish to save in advance of the start of clearing operations for the project. The letter includes as an attachment a copy of a section of the preliminary plans for the project showing that portion of the proposed work adjacent to their property. The letter is offered to show that the appellants were given notice of the proposed project along the frontage of their property. This letter is marked as Supplemental Exhibit 2.

The appellants have submitted the following materials:

1. A letter from Inez Rice, a neighbor, in support of the appellants request for access. This letter asks that Lane County correct the mistake in eliminating access at this location and that access should be granted because it is used as a "turnout, a parking area, a place to back our trailers and boats into" and further states that this location is a "terribly dangerous curve that should have been corrected while all that money has been spent on bicycle lanes". The letter is marked as Supplemental Exhibit 3.

2. Copies of 4 photographs showing the manner of use of the paved area adjacent to the requested driveway location. Two of the photographs show a limousine

parked on the paved area, one shows a small pickup truck parked on the paving and one shows a passenger car exiting onto Marcola Road. The sheet of four photos is marked Supplemental Exhibit 4.

B. Analysis

Based on the Findings and Conclusions submitted with the original agenda materials, in addition to the information contained in the Supplemental Exhibits 1 through 4, the recommendation of staff is unchanged. An access at this location will constitute an unnecessary conflict point and should not be allowed at this time.

C. Alternatives/Options

1. Approve the Order denying access.
2. Reject the decision of the Director and direct staff to allow access pursuant to the issuance of a Facility Permit and in accordance with any conditions therein.

D. Recommendations

It is recommended that the Board uphold the Director's decision in denying access.

IV. IMPLEMENTATION/FOLLOW-UP

Upon decision of the Board, staff will inform the property owner of the final decision.

V. Attachments

Agenda Cover Memo dated October 13, 2003
Exhibit "A"
Map of the Area
Access Management Policy Guidelines
Project Plan View
Letter from Property Owner
Supplemental Exhibits 1 through 4

IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.

(IN THE MATTER OF UPHOLDING
(THE DECISION OF THE DIRECTOR
(OF PUBLIC WORKS DENYING ACCESS
(TO PROPERTY AT 92256 MARCOLA
(ROAD IDENTIFIED AS TAX LOT 16-01-18-
(40 1900.

WHEREAS, improvements have been constructed along Marcola Road in connection with the County's Capital Improvement Program; and

WHEREAS, Marcola Road is classified as a Major Collector Road, and in connection with the construction of said improvements, the Lane County Policy for Access Management was applied where feasible to obtain its goal; and

WHEREAS, in September of 2003, the owner of the above-referenced property on Marcola Road contacted Public Works requesting access onto a vacant lot; and

WHEREAS, after analysis of sight distance, accident reports, traffic counts, and other safety issues, it was the decision of the Director of Public Works that access should not be allowed at this time;

IT IS HEREBY ORDERED that the decision of the Director of Public Works be upheld; and

IT IS FURTHER ORDERED that in accordance with the findings attached as Exhibit "A" and incorporated here by this reference and Lane County's Access Management Policy, this order denying driveway access to property at 92256 Marcola Road identified as Tax Lot 16-01-18-40 1900 is approved.

DATED this _____ day of _____, 2003.

Peter Sorenson, Chair
Lane County Board of Commissioners

APPROVED AS TO FORM

Date 11-25-03 lane county

OFFICE OF LEGAL COUNSEL

AGENDA COVER MEMO

DATE: October 13, 2003

TO: Lane County Board of Commissioners

DEPT.: Public Works

PRESENTED BY: Frank Simas
Right of Way Manager

AGENDA ITEM TITLE: In the Matter of Upholding the Decision of the Director of Public Works Denying a Driveway Access to Property at 92256 Marcola Road Identified as Tax Lot 16-01-18-40 1900.

I. MOTION

THAT THE ORDER BE ADOPTED DENYING A DRIVEWAY ACCESS TO TAX LOT 16-01-18-40 1900, IN ACCORDANCE WITH ACCESS MANAGEMENT POLICY GUIDELINES.

II. ISSUE OR PROBLEM

A request has been made for a driveway access onto Marcola Road and it has been denied in accordance with Lane County's Access Management Policy Guidelines.

III. DISCUSSION

A. Background

Construction of improvements to Marcola Road between Parsons Creek Road and Wendling Road (M. P. 10.49 to 11.75) was begun earlier this year as part of the County's Capital Improvement Program and the project is now nearing completion. Marcola Road is classified as a Major Collector Road, and when capital improvements are scheduled on Major Collector roads, Lane County Policy for Access Management is applied during the design phase of the project.

The goal of the Access Management Policy is to minimize the number of access points to Principal Arterials, Minor Arterials and Major Collector Roads, thereby promoting safer use of County Roads through a reduction in conflict points. Toward this goal, it is necessary to eliminate or reduce the number of existing multiple driveways which serve the same parcel, to eliminate accesses to vacant parcels, and for corner lots, to restrict access to the Arterial or Collector in favor of access to the intersecting Minor Collector

or Local Road. Other criteria that are considered are; adequate sight distance when entering the road from the access, and the usage of the access, for instance, whether it is a field entrance that is used a few times per year or whether it is the only access to a garage that is used on a daily basis.

Arlen and Cheryl Jallo own unimproved property that fronts on Marcola Road within the project area. The address of the property is 92256 Marcola Road. With the exception of some asphalt paving and some curbing, this is a vacant lot. The adjoining lot is also owned by the Jalloes and is improved with a dwelling in which they reside. The site address for this parcel is 92239 Queen Street. The Jalloes have access to their dwelling via Queen Street, which is classified as a Local Access Road.

Public Works staff applied the Access Management Policy guidelines to this instance and determined that the existing unpermitted access onto Marcola Road should be eliminated. The Jalloes have appealed this decision to the Director of Public Works in accordance with LC 15.900. The Director's decision was to support the staff recommendation to eliminate this driveway, and the Jalloes are now making an appeal to the Board of County Commissioners per LC 15.900 (8) to modify or reverse the Director's decision.

B. Analysis

In the case of the access in question, located at 92256 Marcola Road (Tax Lot 16-01-18-40-01900), a large portion of the vacant lot had formerly been used as a turnaround/parking area. The lot frontage is about 92', but because the land was about the same grade as Marcola Road before the project, and because there was no drainage ditch in this area, the Jalloes were able to use about 60' of this distance for access to Marcola Road. The lot is triangular in shape and measures about 42' at its deepest point.

The asphalt turnaround/parking area on the parcel has been used in connection with the Jalloes house located on the lot immediately to the north. The house has a garage and parking area with ingress and egress from Queen Street, and there is no vehicular passage from the garage or from Queen Street to Marcola Road.

The Jalloes use 92256 Marcola Road as their mailing address, and can continue to do so regardless of whether access is granted. It is not known why the vacant lot has a separate address.

When staff analyzed this driveway during the Access Management phase of design, it was noted the sight distance for the access to Marcola Road did not meet the minimum standard of 250 feet for traffic approaching from the Northeast, and that because the dwelling takes its primary access from Queen Street, the access to Marcola Road should be eliminated.

In September of 2003, shortly after the construction of the curbs, gutters and sidewalks in the area of her property, Cheryl Jallo contacted Public Works to request a driveway access to the vacant lot. After a second analysis, it was again determined that access should be denied in accordance with Access Management Guidelines.

Marcola Road in this location has an Average Daily Traffic of 1,900 vehicles per day with a posted speed of 35 mph. Design sight distance for the road at this location is a minimum of 250'. If access were to be granted at the northeast end of the frontage, the minimum sight distance could be achieved, although the shallow depth of the lot would make it difficult to create site circulation and would most likely necessitate backing out onto Marcola Road in order to exit the driveway.

A review of reported accidents in the immediate area confirms that the majority of crashes have been of the type created by conflict points to roadways. There were 3 involving turning movements, 2 rear-end collisions, 1 backing and 1 involving a vehicle running off the road.

Our analysis confirms that the Jallo's dwelling takes its primary access from Queen Street and an access at this location would create an additional unnecessary conflict point. Due to marginal sight distance and the likelihood of backing out onto the road it should therefore not be allowed at this time. Denial of the driveway access should not impact mail delivery or emergency services, since the vacant lot will continue to have its currently assigned address.

C. Alternatives/Options

1. Approve the Order denying access.
2. Reject the decision of the Director and direct staff to allow access pursuant to the issuance of a Facility Permit and in accordance with any conditions therein.

D. Recommendations

It is recommended that the Board uphold the Director's decision in denying access.

IV. IMPLEMENTATION/FOLLOW-UP

Upon decision of the Board, staff will inform the property owner of the final decision.

V. Attachments

Exhibit "A"

Map of the Area

Access Management Policy Guidelines

Project Plan View

Property Owner Letter

FINDINGS AND CONCLUSIONS

In the Matter of Upholding the Decision of the Director of Public Works Denying a Driveway Access to Property at 92256 Marcola Road Identified as Tax Lot 16-01-18-40 1900.

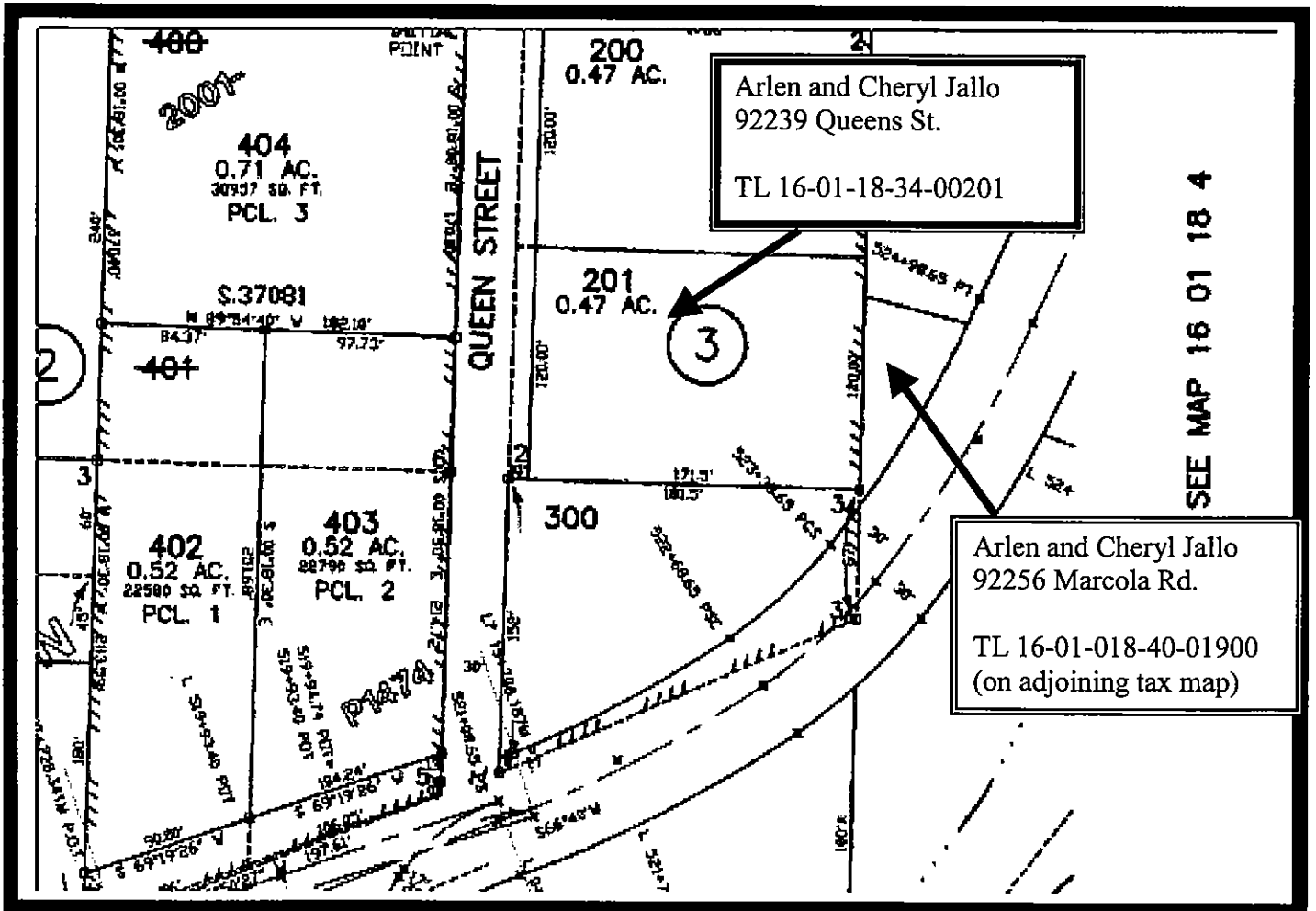
1. A request has been made for a driveway access onto Marcola Road and it has been denied in accordance with the attached Lane County Access Management Policy Guidelines.
2. Construction of improvements to Marcola Road between Parsons Creek Road and Wendling Road (M. P. 10.49 to 11.75) was begun earlier this year as part of the County's Capital Improvement Program and the project is now nearing completion. Marcola Road is classified as a Major Collector Road and, consistent with capital improvements scheduled on Major Collector roads, the Lane County Access Management Policy was applied during the design phase of the project.
3. The goal of the Access Management Policy is to minimize the number of access points to Principal Arterials, Minor Arterials and Major Collector Roads, thereby promoting safer use of County Roads through a reduction in conflict points. Toward this goal, it is necessary to eliminate or reduce the number of existing multiple driveways which serve the same parcel, to eliminate accesses to vacant parcels, and for corner lots, to restrict access to the Arterial or Collector in favor of access to the intersecting Minor Collector or Local Road. Other criteria that are considered are; adequate sight distance when entering the road from the access, and the usage of the access, for instance, whether it is a field entrance that is used a few times per year or whether it is the only access to a garage that is used on a daily basis.
4. Arlen and Cheryl Jallo own unimproved property fronting on Marcola Road within the project area. The address of the property is 92256 Marcola Road. With the exception of some asphalt paving and some curbing, this is a vacant lot. The adjoining lot is also owned by the Jalloes and is improved with a dwelling in which they reside. The site address for this parcel is 92239 Queen Street. The Jalloes have access to their dwelling via Queen Street, which is classified as a Local Access Road. (See attached map and project plan view.)
5. Public Works staff applied the Access Management Policy guidelines to this instance and determined that the existing unpermitted access onto Marcola Road should be eliminated. The Jalloes have appealed this decision to the Director of Public Works in accordance with LC 15.900. The Director's decision was to support the staff recommendation to eliminate this driveway, and the Jalloes are now making an appeal to the Board of County Commissioners per LC 15.900 (8) to modify or reverse the Director's decision.
6. A large portion of the vacant lot located at 92256 Marcola Road (Tax Lot 16-01-18-40-01900) had formerly been used as a turnaround/parking area. The lot frontage is about 92', but because the land was about the same grade as Marcola Road before the project, and because there was no drainage ditch in this area, about 60' of this distance was used for access to Marcola Road. The lot is triangular in shape and measures about 42' at its deepest point. The asphalt turnaround/parking area on the parcel has been used in connection with the house located on the lot immediately to the north. The house has a garage and parking area with ingress and egress from Queen Street, and there is no vehicular passage from the garage or from Queen Street to Marcola Road. Denial of the driveway access should not impact mail delivery or emergency services, since the vacant lot will continue to have its currently assigned address.

7. Staff analysis of this driveway during the Access Management phase of the Marcola Road project design found that the sight distance for the access to Marcola Road did not meet the minimum standard of 250 feet for traffic approaching from the Northeast, and that because the dwelling takes its primary access from Queen Street, the access to Marcola Road should be eliminated.
8. In September of 2003, shortly after the construction of the curbs, gutters and sidewalks in the area of her property, Cheryl Jallo contacted Public Works to request a driveway access to the vacant lot. After a second analysis, it was again determined that access should be denied in accordance with Access Management Guidelines.
9. Marcola Road in this location has an Average Daily Traffic of 1,900 vehicles per day with a posted speed of 35 mph. Design sight distance for the road at this location is a minimum of 250'. If access were to be granted at the northeast end of the frontage, the minimum sight distance could be achieved, although the shallow depth of the lot would make it difficult to create site circulation and would most likely necessitate backing out onto Marcola Road in order to exit the driveway.
10. A review of reported accidents in the immediate area confirms that the majority of crashes have been of the type created by conflict points to roadways. There were 3 involving turning movements, 2 rear-end collisions, 1 backing and 1 involving a vehicle running off the road.
11. The analysis of staff and the Director of the Department of Public Works that the Jallo's dwelling takes its primary access from Queen Street and that an access at this location would create an additional unnecessary conflict point is adopted by this Board. Due to marginal sight distance, the likelihood of backing out onto the road and the analysis of staff as described in these findings, the Board concludes the requested access is not in the public interest, would jeopardize public safety and should not be allowed at this time.

The Jalloos own both tax lot 16-01-18-34-00201 and tax lot 16-01-18-40-01900. Tax lot 201 is a .47-ac. parcel that is improved with a house of 894 sq. ft. that has access off of Queens St.

Tax Lot 1900 is only .08 acre (3,485 sq. ft.) with the only improvements being asphalt parking area and sidewalk. It is highly unlikely that a dwelling could be built or placed on this area. There is no public sewer system and a septic tank would be required.

Tax Map 16-01-18-34

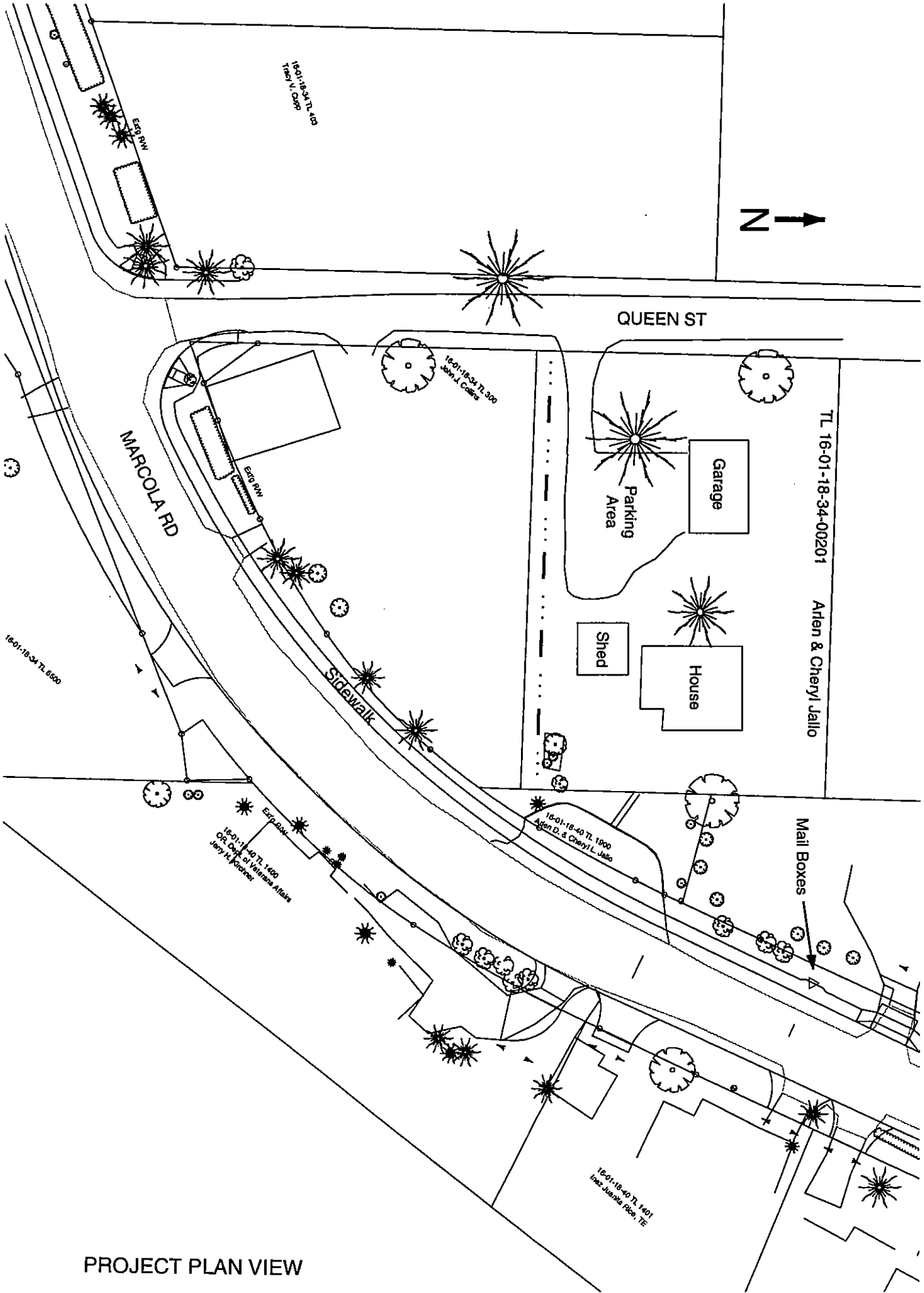


ACCESS MANAGEMENT POLICY GUIDELINES

Access Control on Arterial and Major Collector Roads

In order to reduce traffic congestion, increase public safety and reduce fuel consumption, it is the objective of the Public Works Department to minimize the number of access points to Principal Arterial, Minor Arterial and Major Collector Roads under the jurisdiction of Lane County.

- **Facility permits for new access will be issued based on this objective.**
- **Proposals for new developments or zone change will be reviewed to determine conformance with this objective.**
- **During construction or reconstruction of Arterial or Major Collector roads, existing access locations will be modified to the extent feasible to attain this objective.**
- **Any of the following may be appropriate as a means of minimizing the number of access points:**
 - 1. Joint-use driveways which provide access to more than one lot;**
 - 2. Easements across private property to allow joint use of an access;**
 - 3. Access to corner lots only from the street which intersects with the arterial or collector road;**
 - 4. Frontage roads;**
 - 5. Any other feasible method of minimizing the number of access points.**



PROJECT PLAN VIEW


County Commissioner
Peter Sorenson -

Sept. 25TH
2003

Hi, my name is Cheryl Jallo
and live at 92256 Marcola Rd.

Arlen & Cheryl Jallo
92256 Marcola Rd
Marcola OR 97454-9745

The county and Morris Bros. have
put a sidewalk/curb in front of
my house, which at one time
was my front driveway.

And has been for over 20 yrs.
Now you came in and put a
sidewalk/curb in it and I
still have the turn around
of Asphalt on other side - Then
in approach should of been
put back -  Boy you
can see Asphalt how dumb
this looks, TOOK OUT my approach.

We on the other hand was not
unformed about this, you've (County)
called it negligence and overlooked
to me. Even the worker's thought
it should of been put back as
they destroyed it. The Asphalt you
put back is not done right.

②

it has cracks, lines & not packed down & 1/2 of Asphalt wont do.

But that can be done right later. Then another County Man David? told me it wasn't to be used or driving on it. Wait one minute, I've had it for years as a driveway and I pay my Taxes on it. This approach must be giving back.

① The Lane County Sheriff's use it to Slow down traffic and they can earn alot of money off this approach. County has used it them selves, and it was nice to pull into right!

② The School Bus picked up & pull into it to get off Rd. Then traffic go by. Kids safe!!

③ My Neighbor's use it to get into their driveways often.

They'd pull in and wait till traffic was clear enough so they could get into their driveways safely. This lil town is alot different than A City. People don't

(3)

Come into town slow. 35 mph ^{Ha!}
^{Ha!}
Try 50 mph or some go faster,
so it's very important to get
this driveway back. Yes I can
come in off of Queen St. But that's
not right to take it away & call
my front driveway unsafe.

Never has there ever been a
accident from this approach.

It's helps in this small
town - Everybody used it and
it made this corner safe. I
can pull off the front of my
house safer than off Queen's
St. My front address should
have a front approach put
back. Everyone else got their's
pluss some got two approaches
put in. I beg you to please say
yes to this - It's very safe. I
and all that live here can tell
you that. It's not fair to be
neglected on such a important
driveway. It's a must, please believe
me. The curbs/sidewalks never
slowed down traffic.

(4)

The traffic goes faster than ever again. In a matter of time the accidents will start happen.

And without my front driveway the Sheriff's won't be able to sit and watch out for the ones who drive very fast.

Just think of the tickets they'd give from my front approach.

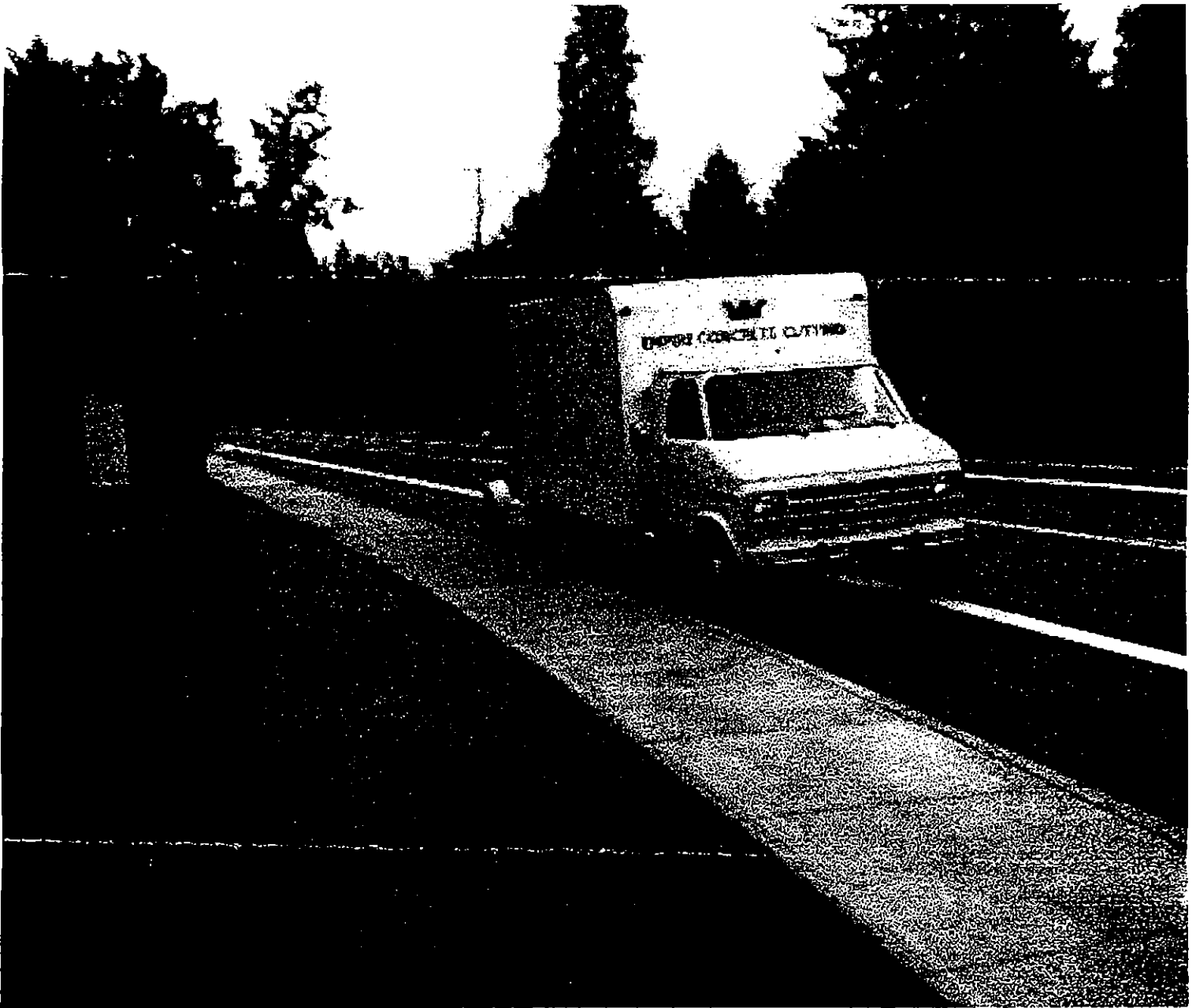
So by law I do believe that my front approach has been a very good blessing to all who needed it. It should be put back as it's always been there before & This must be fixed back like it was.

Thank You

Arlen & Cheryl Jallo
92256 Marcola Rd
Marcola OR 97454-9745

In past you'd could
Pull in and get OFF Road.

my address
is
9225⁶
MARCOLA Rd.



BEFORE my Curb/Sidewalk was taken
away, A Approach that everyone used to
Pull into And be Safe is Gone. MARCOLA Rd.
Has A lot more Long Hauls Added to the ~~over~~
traffic, And A approach is much Saffer.

PLEASE

Open this back up.
My address is on Marcola Rd. So I
Should have my driveway back.



This CAN turn out to be very unsafe
to whom have used it in the past. Not realizing
A curb. My driveway was very safe. It really
helped out, expectaly when the traffic is
Very fast going.

across the road, you can see how important my driveway is to them. We are the ones who live here, so we know it and see it all the time. Please.



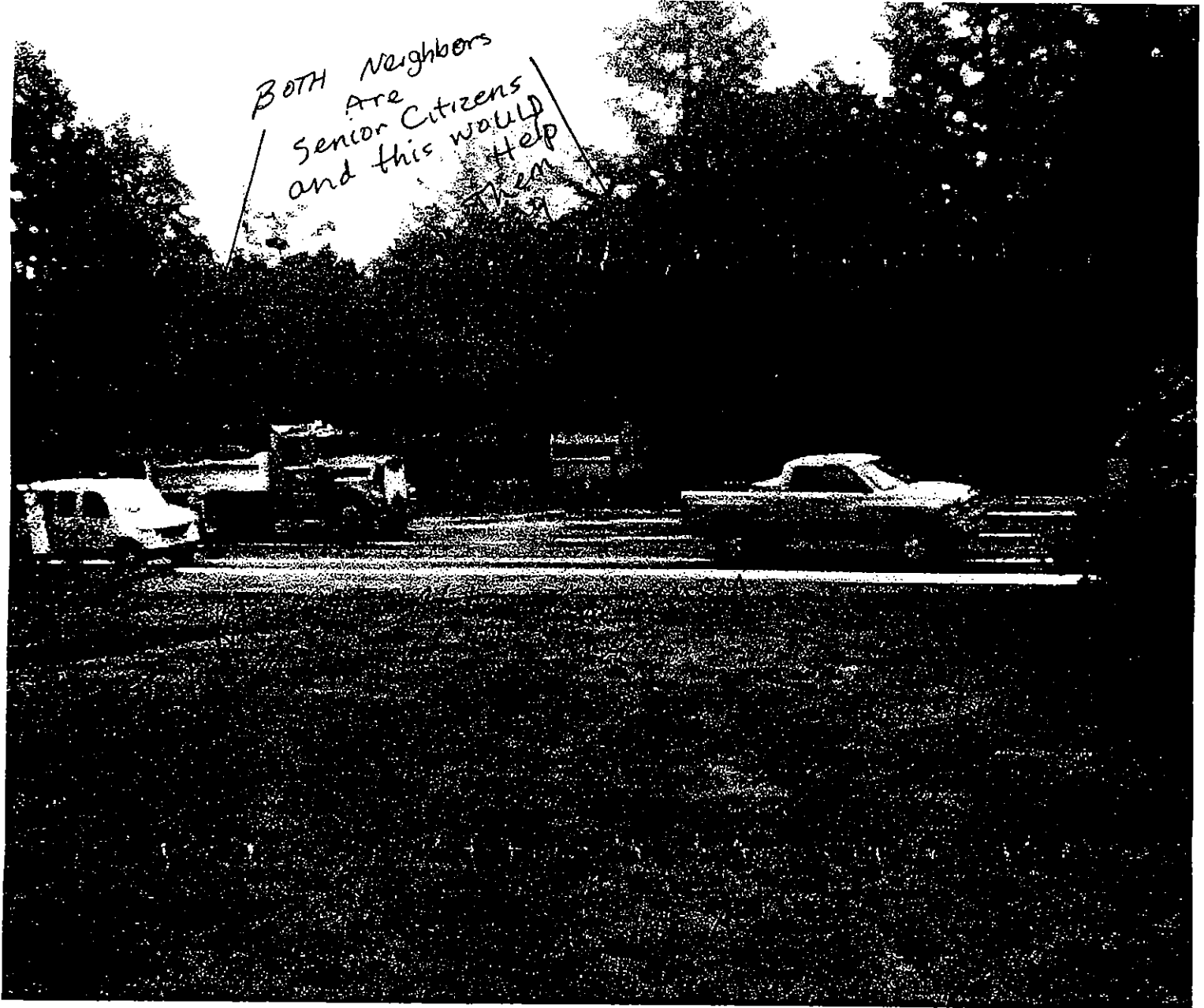
you cut out for the drains -
you could of cut out my driveway too. It's very much needed. people, Lane County, Trucks, Delivery trucks are in need for this. Never on accidents from here.
This is my front address and beg you please to return my driveway. It's not fair to come and take, because you can. I've lived here all my life and know how much I need my driveway.
It's not be nice looked. Give it back Tim Maorala

In the past-
Everyone pulled into this area to
get off road. made things safe.



Very Congested Corner and
my neighbor's across can really
be safe if they'd had my front driveway
to pull into, Now what they going to use?
The other side of road has had many accidents
and deaths.

This driveway back in front of my house/
address is; would make it A lot Safer for the
ones who live accross the road. It was A
BIG HELP. Always has been here and Helped people.



very congested corner,
But with the Safty of My Front Driveway
you can see how important this is for
my neighbors. Many times they have had a
hard time going out on to road. To pull out for
them is very hard. Traffic Goes Fast. Also the
State & Lane County Police can sit and patrol better

MOHAWK VALLEY RURAL FIRE DISTRICT

• FIRE/RESCUE •

92068 Marcola Rd. • P.O. Box 718 • Marcola, Oregon 97454 • (541) 933-2907

October 21, 2003

Lane County Public Works
Engineering Division
Attn. Frank Simas
125 East 8th Ave.
Eugene, Oregon 97401

RE: File Number 03-001

Arlen And Cheryl Jallo
92256 Marcola Rd.
Marcola, Oregon 97454

Frank Simas:

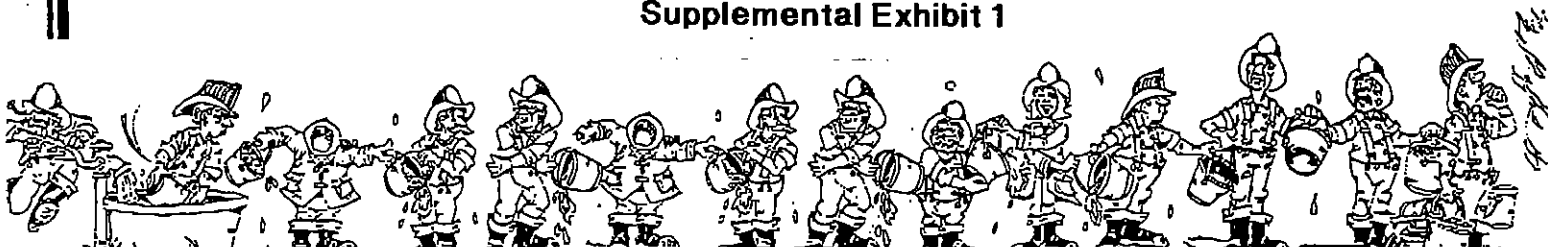
The Mohawk Valley Rural Fire District has reviewed the access denial for the above mentioned property. The fire district is not impacted in anyway due to the access being denied from Marcola Rd. Delivery of services will not be affected as the district can access the property from the street on Marcola Rd. or down Queens street.

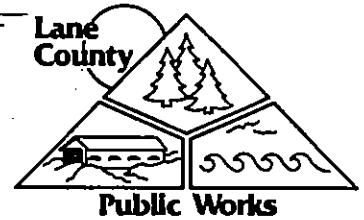
If you have any questions, please call me at 541-933-2907.

Respectfully;


James Brooker/Fire Chief
Mohawk Valley Rural Fire District

Supplemental Exhibit 1





April 16, 2002

ARLEN D. & CHERYL L. JALLO
92256 MARCOLA RD.
MARCOLA, OREGON 97454

Dear Property Owner:

Lane County will begin the construction work on Marcola Road next spring and summer of 2003. The work to be performed will be done within the existing 60-foot right-of-way next to your property. The right-of-way line and your property line along the roadway are the same line.

However, please be aware that we may be clearing the area within our right-of-way for the new construction. Often times property owners have mistakenly planted vegetation or built fences that are actually in the right-of-way. I have enclosed a construction map that may assist you in locating our right-of-way line. The red line delineates the current right-of-way. If you have any plantings or improvements within the existing right-of-way that you want to save, please remove them before May 1, 2003 prior to the approximate beginning time of construction.

Once again, the clearing and construction will be on the County's property and within the right-of-way. The county's contractor will not remove anything on your private land but will have the right to clear anything within the County's right-of-way. This is your chance to remove and replant any vegetation or move fences back to your property line. Anything directly on or on your side of the right-of-way should not be effected by our construction.

If you have any questions or need further explanation, please call me at (541) 682-6987 and I will be happy to assist you.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Brian Evans", written in a cursive style.

Brian F. Evans
Real Property Officer
Lane County Public Works

Supplemental Exhibit 2

October 30, 2003

To: Dept of Public Works
County Commissioner:
Pete Sorensen
Oliver Snowden

Re: 92256 Marcol Rd.
Map 16-01-18-40 T_x lot 1900

Mr + Mrs. Jallo has been on that property for twenty years. - that piece of property is part of their front yard.

Correct your mistake - that piece of land is used for a turn out - a parking area. a place to lock our trailers or boats into because - somebody when they were spending (our money) tax payer money didn't correct a terribly dangerous curve that has taken a life this past summer and three times in seven years has caused accidents - it could have been corrected while all that money has been spent on bicycle lanes.

Just cause we live out of town doesn't mean we don't know what is going on. It's not our benefit at all. You guys dropped the ball and as usual can't not come clean.

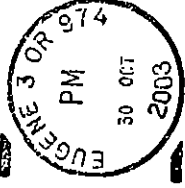
(541) 933-2383

Supplemental Exhibit 3

Sincerely
Greg J. Rice

Rice
92263 Marcola Rd
Marcola Oregon
97454

~~Attn: [unclear]~~
Mrs. [unclear]



MARY CASSATT USA37

Dept of Public Works
3040 North Delta Hwy.
Eugene - Oregon 97408-1696

974081696

