Address Procedure for Colestin Road

Purpose

The purpose of this procedure is to provide addresses along Colestin Road that facilitate emergency response by public safety agencies such as fire, ambulance, and law enforcement.

Scope

This procedure represents the policy of the Colestin Rural Fire District for selecting street addresses for new driveway accesses to Colestin Road.

The District policy is also to encourage, but not require, property owners having addresses that do not conform to a smooth, easily understood sequence to change their address to fit such a sequence when doing so is not a hardship. It is our hope that non-conforming addresses be corrected when property is sold, or new residences are constructed on parcels that have been assigned a non-conforming address in the past, but the address has not been extensively used.

The Jackson County Planning Department, which is the agency that officially assigns addresses, has indicated that it will assign a new or changed address that conforms to this procedure upon request.

Policy

The policy for addresses along Colestin Road is as follows:
- Addresses should increase smoothly and consistently along the road in the direction from the Ski Road toward Hilt.
- An existing address should be changed only if it is out of sequence and a change is needed to allow others to fit a smooth sequence, and then only voluntarily.
- Space for new addresses proportional to distance should be left in the sequence.
- Odd numbers should be on the left, and even on the right as one proceeds along increasing addresses, though failure to meet this criterion is not necessarily a reason to change an existing address.

Existing Addresses

The existing addresses on Colestin Road increase from 1192 at mile 0.8 to 2520 at mile 7.9. We thus have an address space of 1328 addresses over a road length of 7.1 miles, or roughly 187 addresses per mile. The preponderance of existing addresses is even on the west and odd on the east side of the road.

Some 30 of the approximately 45 addresses along Colestin Road fit a fairly smooth sequence increasing from the Ski Road toward Hilt. New or changed addresses will be derived from these existing addresses, which are called here Conforming Addresses and are listed on the next page. As new addresses are derived using the procedures described here, they will be added to the conforming list for use in the future. Note that not all the conforming addresses adhere to the desired pattern of odd on the left in the direction of

increase and even on the right, but that does not interfere with their use in deriving new addresses.

There are two procedures for determining new, or changed, addresses. One procedure is for driveways having only a single address, and the other is for driveways that have multiple addresses.

Single-Address Driveways

Addresses for driveways that serve only a single residence are determined using a formula based on the distance of the new driveway from those existing adjacent driveways in both directions that have addresses that conform to a smooth sequence. Note that not all addresses along Colestin Road fit such a sequence, so it is important to use only the conforming addresses shown in the accompanying table when deriving a new address.

Determine the distances from the new driveway to the closest driveways having conforming addresses in each direction, and note these addresses. (If one or both of the adjacent driveways has more than one address, use the one in the table that is nearest to what the new one will be.) You can use any distance units you prefer, such as feet or miles, as long as you always use the same units. At this stage, the side of the road does not matter. You can then use the following procedure, which is similar to that used for income tax forms, to find the new address.

Conforming Addresses		
Road Miles	Address	Side
0.80	1192	R
0.81	1211	L
1.80	1585	L
3.28	1684	R
3.30	1690	R
3.30	1700	R
3.31	1701	L
3.40	1714	R
3.45	1716	L
3.50	1717	R
3.55	1720	L
3.60	1757	R
3.65	1803	R
3.80	1819	R
3.90	1842	L
4.00	1867	R
4.05	1894	L
4.05	1905	R
4.06	1908	R
4.24	1926	R
4.70	1980	R
4.70	1988	R
6.80	2163	L
6.81	2188	R
6.81	2216	R
6.81	2222	R
7.02	2245	L
7.20	2300	R
7.60	2324	R
7.70	2330	R
7.90	2390	R
7.90	2400	R
7.90	2520	R

1. Enter the smaller of the adjacent conforming addresses.   (1)_____
2. Enter the larger of the adjacent conforming addresses.   (2)_____
3. Enter the distance to the smaller adjacent conforming address.   (3)_____
4. Enter the distance to the larger adjacent conforming address.   (4)_____
5. Subtract line 1 from line 2 and enter the result here.   (5)_____
6. Add line 3 to line 4 and enter the result here.   (6)_____
7. Divide line 6 into line 3 and enter the result here.   (7)_____
   Keep at least 2 decimal places. The result will be between
   0.00 and 1.00.
8. Multiply line 5 by line 7, rounding to the nearest whole number, (8)_____
   and enter the result here.
9. Add line 1 to line 8 and enter the result here.   (9)_____
10. Adjust line 9 up or down by one if necessary to make addresses
    on the left side of the road, going toward Hilt, odd, and addresses on
    the right side even. The result is the new address.

When a new address is selected, check for errors by confirming that it fits smoothly in the sequence of conforming address. It may, though, not be in sequence with existing addresses that are not conforming. This is unavoidable, and will be less of a problem as the non-conforming addresses are changed over time to fit the smooth sequence. Be especially alert to problems that can arise when one of the driveways involved has multiple addresses. This procedure attempts to avoid such problems, but it can be fooled.

Multiple-Address Driveways

Approach

When a driveway serves more than a single property, the simple procedure described above must be modified.

The basic procedure is to reserve a block of addresses for a long private road based on the Colestin frontage of the parcel through which the private road reaches Colestin Road. In effect, we determine the addresses that would be assigned to small separate hypothetical parcels spaced along the Colestin Road frontage of the first parcel through which the private road passes. This approach yields the maximum number of addresses for the private road while retaining the potential for providing smoothly sequenced addresses for nearby parcels that front directly on Colestin Road.

A more purely rational approach might be to require that private roads serving more than some small number of parcels be given a legal name with these parcels assigned addresses on that road. While that is always an option for the affected property owners, many of us feel that our community identity is served by having an address on Colestin Road, so the present policy accommodates that feeling.

Procedure

Step One – Determine Block Size
Use a parcel map to find the Colestin Road frontage of the first parcel through which the private road passes. Multiply this distance by the 187 addresses per mile average for all of Colestin Road to find the nominal block size. The actual block will have half this many addresses because it will contain only odd or even numbers.

For example, the parcel through which Goat Ranch Road first passes has a frontage of approximately 0.5 miles on Colestin Road. Multiplying by 187 addresses per mile suggests that Goat Ranch Road and its frontage parcel might account for as many as 93 addresses (46 even ones).

To be conservative, if the block size comes out more than 20 or 30, use a smaller value to provide future flexibility along Colestin Road. For example, a block of 30 even addresses has been reserved for Goat Ranch Road. A block this size should provide sufficient addresses for any foreseeable development along any or our private roads while allowing flexibility in the future availability of addresses for adjacent parcels on Colestin Road.

In a case where a private road follows one or more narrow strips and does not enter Colestin Road through a large parcel, simply estimate the largest number of homes that might potentially be served by the private road in the future, say ten or so, and let this be the block size.

Step Two – Determine a Central Address for the Private Road
Define a road mileage for a hypothetical driveway at the center point of the access parcel frontage. This does not have to be where the actual private road enters Colestin Road, but of course it will be in the case where the private road enters via a strip or a small parcel.

Then determine an address for this hypothetical point (driveway) based on the nearby addresses that conform to the adopted smooth numbering plan using the procedure for single address driveways.

For example, for Goat Ranch Road the nearest conforming address to the north is 1994, which is the upper limit of a block (1956 to 1994) previously reserved for parcels along Theo Lane at mile 4.7. The nearest conforming address to the south is 2163 at mile 6.80.

Using the formula in the basic numbering plan, a single parcel at Goat Ranch Road would have an address of 2090.

Step Three – Define the Address Block
The address block for the private road is the even or odd numbers between the Central Address plus and minus half the block size. For example, the block to be reserved for Goat Ranch Road is the even numbers between 2090 plus 30 and 2090 minus 30, that is, between 2060 and 2120.

Check to see if any of the address in the new block have already been used anywhere on Colestin Road, even non-conforming ones. Delete these from the new block to avoid confusion.

Step Four – Assign Addresses to Parcels Served by the Private Road
The addresses selected from the block should increase along the private road, again to assist emergency responders. This assignment should be done in close cooperation with the residents using the road based on local knowledge, configuration of access driveways, and the preference of the residents.

Individual Adjustments for Personal Preference

For most people, an address is just a functional number. For those having a particular preference, or aversion, for certain digits, the fact that our procedure allows for over a thousand addresses along the eight miles of Colestin Road permits some flexibility. Given the present and likely future zoning of Colestin Valley, we will probably never need more than a few hundred addresses, if that. Therefore, there is probably no reason not to allow a limited amount of flexibility in adjusting a "formula" address to suit a personal preference. Increasing or decreasing a "formula" address by three or four should not often be a problem, but before doing this, be sure that you are not significantly limiting the possibilities for new numbers in the direction in which you are reducing the number of available address.

Supplementary Notes

Address Formula

For those who are more comfortable with equations than with IRS forms, the formula for new addresses is as follows:

$$A_{new} = A_{small} + \frac{d_{small}}{d_{small} + d_{l\,arg\,e}}\left(A_{l\,arg\,e} - A_{small}\right)$$

where:
A_{new} = the new address
A_{small} = the smaller adjacent conforming address
A_{large} = the larger adjacent conforming address
d_{small} = the distance to the smaller adjacent conforming address
d_{large} = the distance to the larger adjacent conforming address

This is the result on line 9. It must be adjusted to make it odd or even as appropriate.

The Smooth (Conforming) Address Sequence

The graph shows how the conforming addresses fit a reasonably smooth, monotonic (increasing in one direction) curve ("line"). New addresses can be plotted on this curve to confirm that they fit the sequence. Note that multiple-address driveways create clusters of values at a single road distance.