



# Rochester Hills Agenda Report

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**File Number: 2006-0135**

**File Number:** 2006-0135      **File Type:** Roads      **Status:** Consent Agenda  
**Version:** 1      **Reference:**      **Controlling Body:** City Council Regular Meeting  
**Requester:** Advisory Traffic and Safety Board      **Cost:**      **Introduced:** 02/06/2006  
**File Name:** Rochester Industrial Proposed No Parking Zone      **Final Action:**

**Title:** Approval of Traffic Control Order PK-87 for Streets located within Rochester Industrial Park - Section #21- No parking on the west side of Rochester Industrial Drive from Hamlin Road northerly to Rochester Industrial Drive

**Notes:**

**Code Sections:**

**Indexes:** Parking, Traffic Control Orders, Roads

**Sponsors:**

**Attachments:** Agenda Summary.pdf, Map.pdf, TCO PK-87.pdf, Rochester Industrial Complaint.pdf, DPS Report.pdf

**Agenda Date:**

**Agenda Number:**

**Enactment Date:**

**Enactment Number:**

### History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Advisory Traffic and Safety Board	02/14/2006	Approved				Pass

**Notes:** **Rochester Industrial Proposed No Parking Zone**

The City had received a telephone call for a resident on this matter, and Chairperson Colling read his information for the record:

Mr. Dale Ermshler  
Crane Technologies  
1954 Rochester Industrial  
Rochester Hills, MI 48309

Mr. Ermshler could not attend the meeting tonight, but said he was in full agreement with the parking restrictions proposed for Rochester Industrial. He agreed with the safety concerns stated in the complaint by Rebecca Hopkins.

Mr. Matich read from staff report. On December 7, 2005 we received a parking complaint from an employee of CRS Services, Inc., located at 1986 Rochester

Industrial Drive. The complaint was regarding vehicles parking along the west side of Rochester Industrial Drive, and too close to the CRS Services' driveways. The parking problems are of the same nature that we have experienced previously for Rochester Industrial Drive. They involve tenants of various buildings needing more parking spaces than are available on-site, and then having overflow-parking spill out into public streets. Currently parking is prohibited along the east side of Rochester Industrial Drive for its entire length from Hamlin Road northerly to its road terminus. The street is built to a width of 36' from curb to curb. Under normal circumstances, occasional on-street parking would not require that parking be prohibited on both sides of the street. This width of pavement should allow incidental parking on one side and still have enough room for two lanes of traffic. However, Rochester Industrial parking presents conflicts with other businesses' driveways and restricts the necessary safe sight distance.

During our site visits we observed extensive parking demands on the west side of Rochester Industrial drive from Hamlin Road to Rochester Industrial Lane. We agree that the on-street parking demand does impede the necessary safe sight distance for business driveways along the west side of the street. In addition, we found that vehicles parked in close proximity to the intersection of Rochester Industrial Drive and Hamlin Road impeded ingress and truck traffic turning radius. The traffic volumes are relatively low for Rochester Industrial Drive, but a high percentage of the traffic is heavy trucks.

After further staff review and evaluation, parking is recommended to be restricted on the west side of the street of Rochester Industrial Drive, from Hamlin Road to Rochester Industrial Lane. Therefore we recommend supporting the Staff-approved TCO PK-87.

Mr. Zendel wanted some clarification. He had driven the area earlier in the day, and at Rochester Industrial Lane there is currently no parking on either side of the street for about 25' along Rochester Industrial Drive, and there are already signs saying "No Parking from here to corner." Mr. Matich said that was done because there were issues with people parking too close to the intersection. The Motor Vehicle Code specifies No Parking within 30 feet from an intersection. The signs were put up without a TCO as a reminder that parking is not allowed in this section.

Mr. Brown asked if the businesses located there have sufficient onsite parking. Mr. Matich said the business use on the east side looked like an auto repair or collision shop, and there were not really dedicated spaces where they are parking their vehicles. Mr. Shumejko said the employees were parking on the street to allow the customers to park in the lot.

Mr. Brown said it was a situation like the medical offices on Barclay Circle. Chairperson Colling said it was similar to Tan Industrial with the buildings designed for manufacturing, but manufacturing has moved out and soft sciences have moved in. The employee count is higher, and they probably do lack some parking spaces. However, it is illegal operation and it is up to them to find parking spaces. They can't

block the roadway.

Mr. Shumejko said when they did field investigation the west side was parked with a line of cars, and it appeared there were empty spots in lots. It was hard to determine if they are using all their spaces and the parking on the street was overflow, or if they are parking there because it is more convenient.

Mr. Brown said he has driven the road at 10:00 in the morning. There seemed to be some empty spots in parking lots, and he wondered if people parked on the street so they could make a quick getaway at quitting time, rather than go around to park in the lot.

Aye:	Colling, Buiteweg, Hunter, Zende, Brown and Blackstone
Abstain:	Duistermars
Absent:	Moore

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### **Text of Legislative File 2006-0135**

..Title

Approval of Traffic Control Order PK-87 for Streets located within Rochester Industrial Park - Section #21- No parking on the west side of Rochester Industrial Drive from Hamlin Road northerly to Rochester Industrial Drive

..Body

**Whereas**, Traffic Control Order No. PK-87 has been issued by the Transportation Engineer under the provisions of Chapter VI of Act No. 300, Public Acts of Michigan of 1949, as amended (Michigan Vehicle Code), and under the provisions of the City of Rochester Hills Code of Ordinances, Chapter 98 (Rochester Hills Traffic Code), as amended; and

**Whereas**, said Traffic Control Order covers:

**PK-87.1 No Parking on the west side of Rochester Industrial Drive from Hamlin Road northerly to Rochester Industrial Lane.**

**Whereas**, said Traffic Control Order shall not be effective after the expiration of 90 (90) days from the date of issuance, except upon approval by this Council; and

**Whereas**, the Advisory Traffic and Safety Board has considered the issues pertaining to the Traffic Control Orders,

**Resolved**, that the Rochester Hills City Council approves issuance of Traffic Control Order No. PK-87 to be in effect until rescinded or superseded by subsequent order; and that a certified copy of this resolution be filed together with the Traffic Control Order, with the City Clerk of Rochester Hills, Oakland County, Michigan.