



B-08 – PARKING STANDARDS

General

The Designer must review all changes to existing parking with UNC Transportation and Parking. Reduction in number of parking spaces on a building site due to project development must be compensated for by payment into the parking replacement fund. Current parking replacement fees are \$20,000 per space. These fees will be charged to the project budget.

Parking lots shall be designed to accommodate heavy trucks when trash and recycling containers are located within the lot.

Existing trees should be preserved to the greatest extent possible. Large parking areas should be visually separated into smaller modules.

New construction of and modifications to existing parking shall adhere to current ADA requirements provided by the [United States Access Board](#) regarding total number and dimensions of ADA spaces.

Parking Types

Motorcycle/Scooter replacement fees are \$10,000 per space. These fees will be charged to the project budget. Parking lots shall be designed to accommodate heavy trucks when trash and recycling containers are located within the lot. Existing trees should be preserved to the greatest extent possible. Large parking areas should be visually separated into smaller modules.

Electric Vehicle (EV) conduit shall be installed with construction of or modification to existing parking facilities in coordination with UNC Transportation & Parking. A minimum of one networked **“Chargepoint EV” charging station** shall be installed at new publicly accessible parking facilities. UNC Transportation & Parking will assume maintenance upon installation.

Loading and unloading access shall be included in all new construction.

Design & Planning Process

Planning of any utility projects shall be coordinated with UNC campus road and/or parking facility resurfacing. Should a construction project conduct work in a newly paved UNC maintained road or parking lot, the following fees in accordance with Town of Chapel Hill streets fee schedule shall apply:

Fee Assessments:

- a. \$120 per square yard for each of the first ten square yards
- b. \$50 per square yard for each subsequent square yard
- c. \$30 per square yard for work on gravel roads and/or borings/jackings (open trench/pit area) and/or other work outside the roadway, but within the right-of-way

**These fees are doubled if the street has been resurfaced within the previous two years or increased one- and one-half times if the street has been resurfaced within two plus to five years. In addition, on major*



projects for which the road is severely impacted, especially streets recently resurfaced, the Town may require restoration to include street milling and a complete overlay. Fees may be waived when milling and/or a complete overlay are required.

Penalties:

- d. \$150 for failure to obtain a permit prior to starting the project (not applicable for emergency street cuts).
- e. \$150 for failure to repair initial street cut within thirty calendar days.
- f. \$150 for failure to undertake warranty repair within fourteen calendar days.

The University requires a 5-year warranty on all cuts and restoration work performed by the utility company or private contractor.

Additional sub-base and pavement restoration work required (beyond the area of trench repair) as a result of a major failure (i.e., water line main break) will be billed at the stated square yard rates above, or \$625 (whichever is the lesser of the two amounts).

The above fees shall be added to the project budget and paid to the parking and/or street maintenance fund.