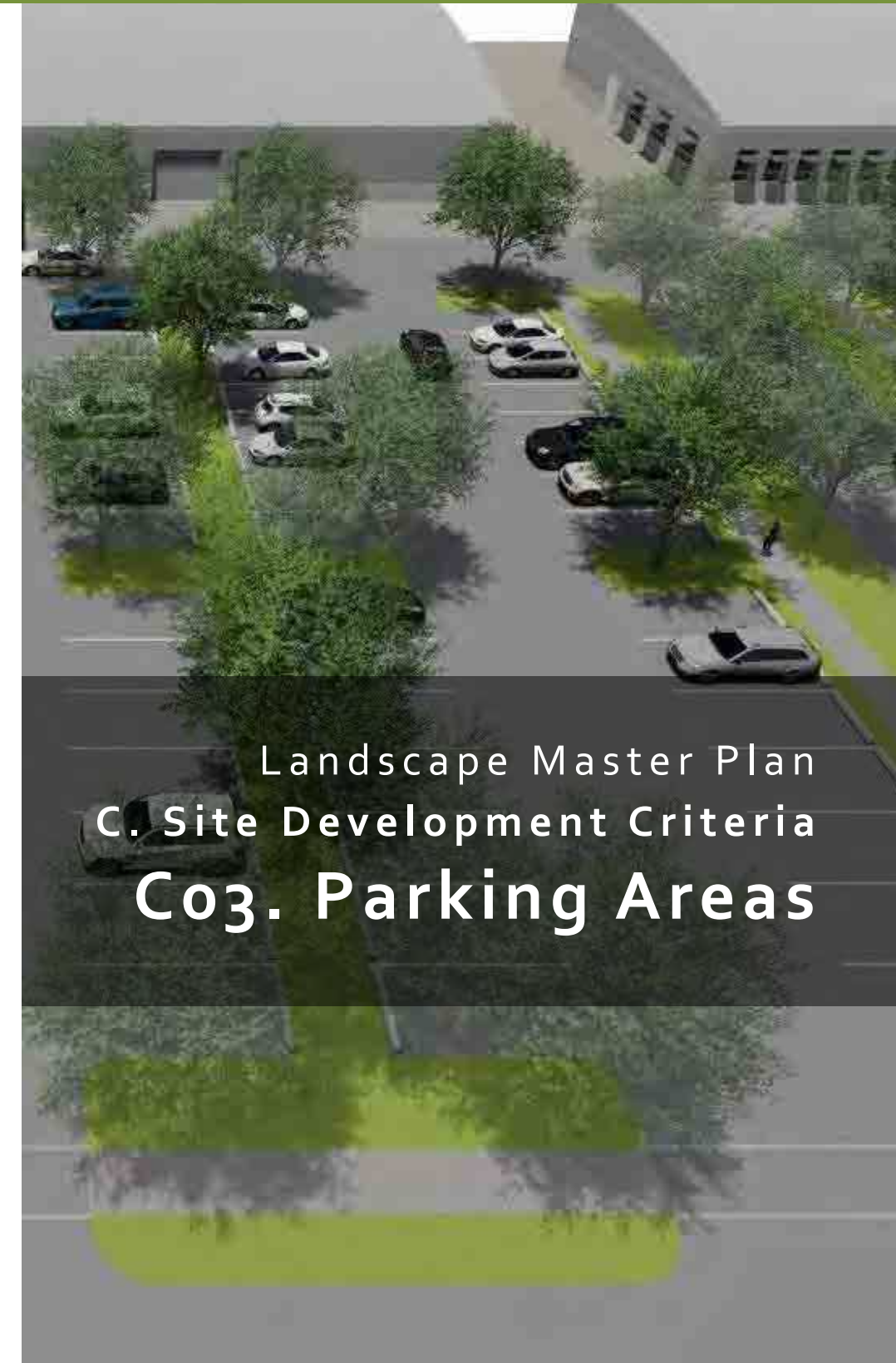


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# C03. Parking Areas

## C03.1 Introduction

This parking areas plan applies strategies presented in **Section B03 Coordinated Parking** aimed to optimize the number of parking spaces at Tyndall Air Force Base (AFB). The strategies integrate best-practice planning, design, and operations to the underlying requirements of applicable Unified Facilities Criteria (UFC). This plan expands the *Tyndall AFB Installation Facilities Standards* (IFS) and provides specific criteria regarding the four typologies described in **Section B03, Coordinated Parking**, for shared parking, remote parking, parking structures, and efficient-mode priority parking.

### C03.1.1 Opportunities

There are several opportunities to improve the efficiency of on-base parking areas, minimizing both construction and maintenance costs and providing additional benefits from sustainability and resilience standpoints. By implementing the strategies in the parking recommendations, the base can:

- Limit the use of impermeable materials (such as asphalt) for surface parking to only those parking spaces that are needed on a daily basis
- Reduce and optimize parking in the areas where excessive on-base parking has been provided in the past
- Relocate and/or make permeable surface parking needed only for special purpose uses (such as training)
- Improve pedestrian, bicycle, and shuttle connectivity between parking areas, allowing sharing of parking between buildings and optimizing the number of parking areas dedicated to individual buildings

### C03.1.2 Authority

Planning principles related to Tyndall AFB parking requirements are governed by the UFC. Additional planning policies include *United States Code* Title 10, Section 2864, *Master Plans for Major Military Installations*; Department of Defense Instruction 4165.70, *Real Property Management*; UFC 2-100-01, *Installation Master Planning*; and Air Force Instruction 32-1015, *Integrated installation. Planning*. Parking is covered under UFC 3-201-01, *Civil Engineering*.

Provision of parking for visitors and handicapped persons is outlined in Surface and Distribution Command/Transportation Engineering Agency (SDDCTEA) pamphlets 55-15, *Traffic and Safety Engineering for Better Entry Control Facilities*, and 55-17, *Better Military Traffic Engineering*. Accessible parking is also governed by the Architectural Barriers Act (ABA).

### C03.1.3 Warranty

Coordination of design and construction with Tyndall AFB staff, agencies, service providers and third-party contractors is critical to the successful implementation of planned improvements. All work is required to be warranted regarding location and installation of materials in a manner consistent with the intent of the Landscape Master Plan and IFS, and to not create a conflict for installation of adjacent improvements by others. All potential conflicts will be identified by designers/contractors in respective sections of the Compliance Checklist and reviewed by Tyndall AFB Staff.

## C03.2 Design Objectives

The approach to parking areas discussed in this master plan is based on the following objectives:

- Provide adequate but not excessive parking for normal uses
- Eliminate parking that is only needed for special purposes, encouraging other modes of transportation to special purposes (such as shuttle, bicycle, or walking) and allow extra vehicles to park on remote temporary or permeable surfaces
- Provide direct and safe connectivity between parking areas so that nearby buildings can share parking
- Provide remote parking for overflow and special purposes
- Minimize costs associated with maintaining excess parking
- Improve environmental impacts related to surface water runoff and heat island effects

## C03.3 Design Approach

### C03.3.1 Coordinated Parking Study and Typologies

Optimizing on-base parking requires the creation of a Coordinated Parking Study for all districts or subareas and should be prepared for the areas defined in Exhibit C03-1. The study methodology and the parking area typologies are described in **Section B03, Coordinated Parking**, which identifies compatible uses and strategies to share parking assets due to differences in hourly demand distribution. Coordinated Parking Studies should integrate the following typologies and address the following considerations:

- **Shared Parking:** Implement the shared parking typology for all parking areas
- **Remote Parking:** Incorporate the remote parking typology where surge or overflow parking occurs
- **Parking Structure:** Assess the cost and benefits of a parking structure typology for areas where development of base land is in a shortage
- **Efficient-Mode Parking:** Designate non-ABA parking spaces near building entrances as efficient-mode priority typology spaces, where applicable
- Incorporate multiple typologies that allow compatible uses (such as dormitories and retail facilities) to share parking assets based on different hourly demand distributions, and facilitate safe and convenient walking times (5-10 minute) and connectivity between buildings and parking areas



Shared parking assets with mobility connection concept (Clay Kaserne, USAG Wiesbaden, Germany)

## Co3.4 Design Criteria

### C03.4.1 Parking Area Criteria (PAC)

The criteria in this section relate to specific design requirements, including IFS requirements, and guidelines for designers/contractors to follow and Tyndall AFB personnel to review. Additional criteria are provided in the other sections of this **Landscape Master Plan** and are not repeated in this section; however, the requirements for parking areas must be coordinated with other site elements. The sections that follow serve as worksheets, with supporting guidance and illustrations, for designers/contractors to use among their teams and in coordination with Tyndall AFB. These worksheets should be used to complete the **Compliance Checklist** submittal for each project. Each requirement includes a selection of check boxes to indicate the applicability of that requirement to a specific context, and to demonstrate compliance with the requirements.

Yes No N/A

- The designer/contractor either selects "Yes" if compliance has been met, "No" if it has not, or "N/A" if the requirement is not applicable to the project.

### C03.4.2 General Criteria for Installation Parking Areas

The criteria and checkboxes below apply to parking throughout Tyndall AFB, including the Sabre, Drone, and Silver Flag Districts. Additional criteria include specific recommendations based on results of the shared parking study that was completed. Any work related to parking on Tyndall AFB, including visitor and accessible parking accommodations, must comply with all parking requirements of UFC 3-201-01, *Civil Engineering* (current edition), SDDCTEA pamphlets 55-15 and 55-17, and the IFS.

Yes No N/A

- PAC 1. Coordinate parking area drainage with adjacent and base-wide stormwater facilities.
- PAC 2. Design parking areas without interior raised curbs so they can be used as temporary staging space during response events.
- PAC 3. Maintain emergency vehicle access during peak rainfall events.
- PAC 4. Provide illumination for parking areas and connections to buildings and adjacent roads. Refer to **Section C09, Lighting**, for requirements.
- PAC 5. Provide pedestrian and bicycle access to nearby connections (such as sidewalks and the Multi-Modal Spine).
- PAC 6. Do not use pervious concrete paving within roadways or UFC-required parking areas. Construct parking in excess of UFC requirements with pervious pavement.
- PAC 7. Incorporate landscape treatments within and adjacent to parking areas. See **Section C06, Landscape**.

Exhibit C03-1. Coordinated Parking Areas



Yes No N/A

- PAC 8. Provide opportunities for remote parking typology for short-term, special-event parking scenarios.
- PAC 9. Designate parking spaces for motorists who are accompanied by a child in a stroller or where parking is likely to include parents with young children.
- PAC 10. Reserve efficient-mode priority parking typology spaces for electric vehicles, vanpools, and carpools.
- PAC 11. Eliminate on-street parking along arterials and avoid on-street parking on collector streets.
- PAC 12. Include temporary vehicle access and parking for special program providers to enable deliveries and event staging.
- PAC 13. Use recycled asphalt pavement mixes for parking areas to the maximum extent allowed by Unified Facilities Guide Specification Division 32, *Exterior Improvements*.
- PAC 14. Provide wayfinding signage per UFC requirements.
- PAC 15. Size driveway aisles and parking spaces per IFS requirements.

### C03.4.3 Specific Criteria for Districts

A coordinated parking approach is defined for the Tyndall AFB Flightline and Support Districts. The area is divided into nine coordinated parking subareas, as illustrated on Exhibit C03-1, based on proximity, walkability, and where possible compatible uses are located. In each of these areas, the following criteria must be met:

Yes No N/A

- PAC 16. **Shared Parking:** Analyze and provide data that show parking numbers are coordinated with other parking facilities within a 5-minute walk to avoid providing excess parking areas.
- PAC 17. **Remote Parking:** Encourage use of remote parking areas for special event purposes.
- PAC 18. **Parking Structure:** Study benefits and costs of a potential parking structure.
- PAC 19. **Efficient-Mode Priority Parking:** Designate non-accessible parking spaces close to building entrances for carpool, vanpool, and electric vehicles.