

that have slower traffic speeds and are more pedestrian-friendly are good candidates for a curbless condition. Even commercial streets with on-street parking can be designed as curbless streets if there is enough right-of-way space and traffic speeds are relatively low.

Curb cuts along stormwater facilities should be as wide as possible to accept flow from along the street or parking lot edge. A flaw in curb cut design is to try to “cover” or create a notched curb cut. These designs often fail because the opening for stormwater runoff is restricted and results in trapped sediment and debris. When a notched curb cut is plugged with debris, it often goes unnoticed. It is recommended that an 18 inch minimum width “open” curb cut be used at entrances to stormwater facilities. On steeper streets, it is a good idea to build a small, low-profile asphalt or concrete berm at each curb cut inlet to guide stormwater flow into the stormwater facility. Without such a measure, runoff can sometimes flow past the curb cut and bypass the stormwater facility during intense storm events. Grated curb cuts are often used in street applications to allow water to flow underneath sidewalks. Grated curb cuts for green streets need special design attention and maintenance to assure water will flow into the stormwater facility. Also, grates need to be slip resistant and American Disability Act (ADA) compliant.

Both sheet flow and curb cut systems need to allow for a minimum 2 inch drop in grade between the street/parking lot grade and the finish grade of the stormwater facility. This drop in grade assures that water will freely enter the landscape space even if there is some sediment accumulation.

The following pages illustrate the most common ways that runoff enters street and parking lot stormwater facilities.



SOURCE: NEVUE NGAN ASSOCIATES

Figure 5-29: Bad example - a notched curb cut is way too small and constantly overloaded with sediment.



SOURCE: NEVUE NGAN ASSOCIATES

Figure 5-30: Bad example - a curb cut placed immediately adjacent to the overflow inlet.



SOURCE: PROTECTING WATER QUALITY IN THE NORTHERN SAN FRANCISCO BAY AREA, 2005

Figure 5-31: Bad example - a curb cut blocked by sediment prevents water flow into this stormwater facility. There is not enough grade change between the curb cut entry and the finish grade of landscaping.