



SAN FRANCISCO
PLANNING
DEPARTMENT

ZONING ADMINISTRATOR BULLETIN NO. 2

Curb Cuts

Date:
APRIL 1996
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Relevant Code Sections:
Section 101.1 Master Plan Consistency and Implementation
Section 155(l) General Standards as to location and arrangement of
Off-Street Parking, Freight Loading and Service Vehicle Facilities

Formerly known as: Zoning Administrator Bulletin No. 1996-01

Section 307 of the Planning Code mandates the Zoning Administrator to issue and adopt such rules, regulations and interpretations as are in the Zoning Administrator's opinion, necessary to administer and enforce the provisions of the Planning Code. [Section 7.502 of the San Francisco Charter charges the Zoning Administrator with the responsibility of administering and enforcing the Planning Code.]

TOPIC:

Curb Cut Policy: The following interpretation is aimed to protect on-street parking as an element to promote the liveability of our city neighborhoods.

PURPOSE:

Section 101.1 (Master Plan Consistency and Implementation) establishes eight (8) priorities policies. They intend to resolve any inconsistencies in the Master Plan. The Residence, Commerce and Industry, Transportation, and Urban Design Elements in the Master Plan provide objectives aimed to conserve on-street parking by maintaining minimum numbers and width of curb cuts. Section 101.1 (2) indicates that if there are inconsistencies in the Master Plan, priority shall be given to the conservation of neighborhood character.

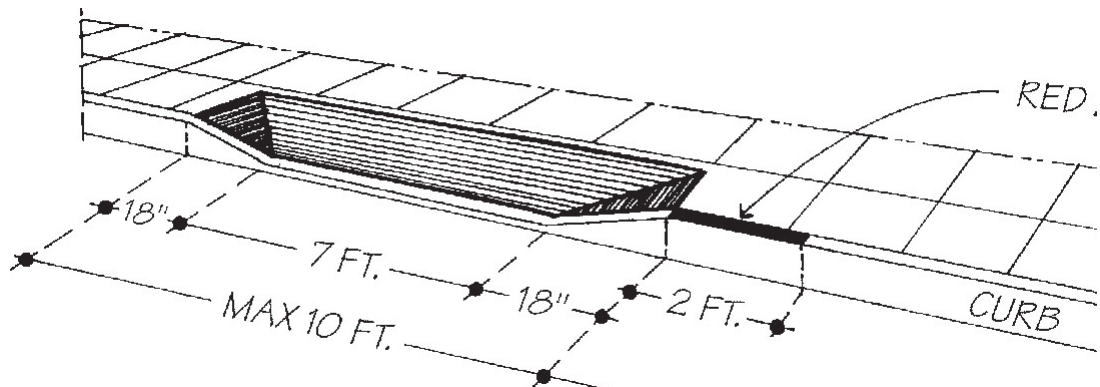
Section 155(l) (General Standards as to location and arrangement of Off-Street Parking, Freight Loading and Service Vehicle Facilities) requires driveways-crossing-sidewalks to be no wider than necessary for ingress and egress, and arrangement so as to minimize the width and frequency of curb cuts. The intention is to maximize the number and size of on-street parking available to the public.

This Bulletin list standards adopted and being implemented by Planning Department regarding curb cuts review and approval.

RULING:

The San Francisco Planning Department has adopted and shall implement a curbcut standard of **10-feet**, through the review and approval of proposals. The standard curb cut shall be **7-feet** wide at street level with 18-inch transition slopes (where the curb tapers down to the street)

Figure I



These standards shall apply to all new residential development and alterations to existing buildings. These standards may vary, depending on site conditions, to accommodate wider curb cuts. In these cases, applicants must demonstrate that a 10-foot curb cut would be insufficient due to the following:

- **Slope of the front setbacks (50% or more)**
- **Building depth**
- **Garage depth (40 feet)**
- **Lot width**
- **Topography (lateral slope)**
- **Sidewalk depth**
- **Street width, and/or**
- **Turning radii to accommodate a standard automobile**

Planning Staff shall verify and determine the validity of the applicant's request and apply the appropriate dimensions.

This policy shall be implemented through the Design Review Process. If the Planning Department finds the proposed curb cut does not comply with this Bulletin, the respective Building Permit Application shall be disapproved.



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