

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving the expansion of Pay or Permit Parking (paid parking for visitors, local permit holders exempt from payment) throughout Residential Parking Permit Area HV in Hayes Valley; additional accessible parking spaces (blue zones); and amending Division II of the Transportation Code to authorize the Director of Transportation to provide for limited parking meter discounts for residents' guests and merchants' employees in Pay or Permit Residential Parking Permit Areas.

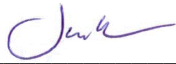

SUMMARY:

- The proposal expands existing Pay or Permit Parking in Residential Parking Permit (RPP) Area HV in Hayes Valley from 58 to 126 blockfaces with the goal of improving parking availability for permit holders and visitors.
- Existing Pay or Permit Parking has improved parking availability by 5% as fewer people park all day, and enforcement is more efficient.
- The proposal would create limited discount programs for residents' guests and local business employees for parking within the existing and expanded Pay or Permit Parking are in RPP Area HV.
- The proposal would add additional accessible parking spaces (blue zones) on the proposed Pay or Permit Parking blocks to achieve SFMTA's accessible parking goals.
- If approved, implementation will include installation of signs and parking paystations on streets within the area.
- The SFMTA has determined that the proposed parking modifications are categorically exempt from the California Environmental Quality Act (CEQA).

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code Amendment

APPROVALS:

		DATE
DIRECTOR	 _____	<u>May 28, 2026</u>
SECRETARY	 _____	<u>May 28, 2026</u>

ASSIGNED SFMTAB CALENDAR DATE: June 2, 2026

PURPOSE

Approving the expansion of Pay or Permit Parking (paid parking for visitors, local permit holders exempt from payment) throughout Residential Parking Permit (RPP) Area HV in Hayes Valley; additional accessible parking spaces (blue zones); and amending Division II of the Transportation Code to authorize the Director of Transportation to provide for limited parking meter discounts for residents' guests and merchants' employees in Pay or Permit Residential Parking Permit Areas.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

- Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.
- Goal 9: Fix things before they break, and modernize system and infrastructure.
- Goal 10: Position the agency for financial success.

This action will support the following Transit-First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

DESCRIPTION

The proposed expansion of Pay or Permit Parking in RPP Area HV in Hayes Valley is intended to improve parking availability and manage parking demand. Hayes Valley is a dynamic, bustling neighborhood situated close to the city's arts and civic districts. Once-empty lots are now new housing, with new restaurants and shops opening regularly. Traditional parking time limits are difficult to enforce and are often ineffective at preventing long-term parking and circling for parking, especially in high-demand residential and mixed-use areas. Pay or Permit Parking achieves a higher average parking availability than time-limits on the 58 blockfaces in Hayes

Valley where Pay or Permit Parking exists today.

This proposal converts 68 blockfaces of two-hour time limited RPP to Pay or Permit Parking near the Hayes Street, Octavia Boulevard, and Haight Street corridors. Approved as a type of parking regulation by the SFMTA Board in 2018, Pay or Permit Parking requires payment by non-RPP permit holders instead of imposing a time limit. Those with a valid RPP permit may still park all day without hourly payment subject to other applicable parking restrictions such as street cleaning. The hourly cost for drivers without an HV Permit ranges from \$1 to \$3.25 and averages \$2. Rates are adjusted as part of the Demand-Responsive Parking Pricing Program¹.

Pay or Permit Parking presents advantages for visitors, residents, and enforcement staff. For visitors to a neighborhood, it allows them to stay as long as they need with payment as opposed to having to leave after two hours or move their vehicle. For residents: (a) their visitors may stay for more than two hours without needing visitor permits, which must be purchased in advance, or risk of getting a ticket; and (b) Pay or Permit Parking increases parking availability, as drivers are inclined to pay only for the parking they need. A detailed evaluation of existing Pay or Permit Parking showed that more people pay for 2-to-4-hour parking while fewer stay all day compared to traditional time limits. Additionally, meters are more efficient to enforce than time limits by Parking Control Officers.

Project Background

Forty years after the RPP program was created, the 2-hour time limit was no longer successfully achieving the goal of keeping parking spaces available for residents in some areas. In response to this feedback, the SFMTA undertook the Residential Parking Permit Evaluation & Reform Project. This was a comprehensive, citywide, data-driven evaluation of the RPP program. From 2014-2018, the study took a deep dive into the 40-year-old program, listened extensively to neighbors, and made recommendations to improve the program. One of those recommendations was Pay or Permit Parking.

From 2018-2022, the SFMTA worked with the Hayes Valley Neighborhood Association (HVNA) and other community members to develop the Hayes Valley Parking & Curb Management Plan². The plan developed and implemented strategies to manage limited curb space. Pursuant to the plan, the SFMTA Board approved the creation of the new HV Permit Area, loading changes in commercial areas, and the introduction of Pay or Permit Parking in 2021.

Pay or Permit Parking was installed on 58 blockfaces in Hayes Valley in early 2023. The goal was to make parking easier where traditional 2-hour RPP time limits weren't working well. With time limits, visitors often stay longer than allowed, while residents struggle to find parking near their homes even with a permit. Most RPP blocks near commercial corridors are occupied by non-residents, and many park beyond the posted time limits.

¹ <https://www.sfmta.com/demand-responsive-parking-pricing>

² <https://www.sfmta.com/projects/hayes-valley-parking-curb-management-plan>

The 58 blockfaces of Pay or Permit Parking were evaluated from 2023-2025 for the Pay or Permit Parking Evaluation³. Pay or Permit Parking achieved the project goals of:

- **Increased parking availability.** The number of available parking spaces increased by an average of 5%, or about 1 additional open parking space per block. All-day parking dropped by 11%.
- **Better parking experience for permit holders.** The number of vehicles showing permits increased by 10%, even though the total number of HV permits did not change. This suggests residents were finding parking more easily with Pay or Permit. All addresses on Pay or Permit Blocks were sent a survey. Most respondents either supported the change or had no opinion.
- **Increased flexibility for visitors without permits.** With time limits removed, twice as many visitors stayed 2–4 hours (37% of vehicles), compared to nearby blocks with time limited RPP (18% of vehicles). This supports longer shopping, dining, and social visits. Over the course of an average day, more vehicles were able to park on Pay or Permit blocks than time-limited RPP blocks also known as turnover. This means more customers and visitors to Hayes Valley.
- **More efficient enforcement.** Parking Control Officers only have to pass a parked vehicle one time to verify compliance, instead of multiple times for time-limited parking restrictions. This allows for improved enforcement on Pay or Permit Blocks.

Pay or Permit Parking Expansion

In 2023 the SFMTA received a \$1.5 million Local Parking Management Capital and Implementation Grant from the Metropolitan Transportation Commission (MTC) to extend the benefits of Pay or Permit Parking to more areas. The Pay or Permit Parking Expansion initially identified four neighborhoods for expansion based on high parking meter demand, low parking availability, a mix of land uses, and a high ratio of non-permit holders parking in an existing RPP area. Two open houses were held, one for Lower Haight and Hayes Valley in October 2024, and one for the Marina and Cow Hollow in December 2024. After high attendance and opposition to the project at the Marina open house, the project team paused the project in the Marina and Cow Hollow. After discussing with Lower Haight stakeholders, the project team paused the expansion in Lower Haight. To address two key concerns raised by attendees and stakeholders, the project team developed proposals to pilot two discount programs to address guest parking for residents and employee parking for local businesses.

Discount Program Pilots

In response to feedback received during the outreach process, the project team has developed two discount programs that would only apply on blocks with Pay or Permit Parking: a Resident Guest Discount and a Local Business Discount.

³ [Hayes Valley Pay or Permit Parking Evaluation, https://www.sfmta.com/media/44698/download?inline](https://www.sfmta.com/media/44698/download?inline)

The Resident Guest Discount would allow residents of the Pay or Permit Parking Permit Area to sign up for a set number of discounts per year (up to 24), per address. The discount would give 2 free hours of parking to provide some time-limited free parking for residents to give to their guests. All residents in the Pay or Permit Parking Area would be eligible to get these discounts, even those who do not have an RPP permit for a vehicle. Residents who do not already have an annual permit would need to provide proof of residency. The discount would be emailed as a code that can be entered into the parking meter. Discount codes would be encrypted and stored in Salesforce, the software system used to manage new RPP applications.

The Local Business Discount would allow businesses that are open to the public, have employees, and are located in the Pay or Permit Parking Area to sign up. Business owners already qualify for an RPP business permit. The discount would give up to five employees 50% off their parking on Pay or Permit Parking blocks, reducing the average cost from \$2 an hour to \$1 an hour. The discount would be available via an account accessed through the mobile parking payment apps that contract with SFMTA. The cap of five employee discounts per business is intended to balance the amount of available parking with the need for some employees to drive—allowing too many discounts might begin to fill up available spaces.

After a year, the discount program pilots will be evaluated to determine their impact on parking availability and revenue, as well as to gather feedback from residents and businesses. Based on this evaluation, the programs will be adjusted. The proposed amendments to Section 905 (Residential Permit Parking) establish maximum discount levels and eligibility thresholds. Such limits are intended to serve as programmatic guardrails and are established at levels higher than those included in the draft pilots in order to preserve flexibility during program implementation and future refinement.

Focusing on Hayes Valley

After reducing the project area in response to public feedback, the project team met with stakeholders in Hayes Valley and continued the project in the neighborhood. This involved further community outreach (see Stakeholder Engagement section below), as well as identifying and reviewing 38 locations for accessible parking or “blue zones.” This parking meets the SFMTA’s goal of 4% of metered parking being accessible and aligns with Federal Public Right-of-Way Accessibility Guidelines (PROWAG).

The following maps show the proposed changes in Hayes Valley, the areas eligible for the discount program pilots, and the locations of the new accessible parking.

Figure 1 Map of HV Permit Area and Proposed Pay or Permit Parking Blockfaces

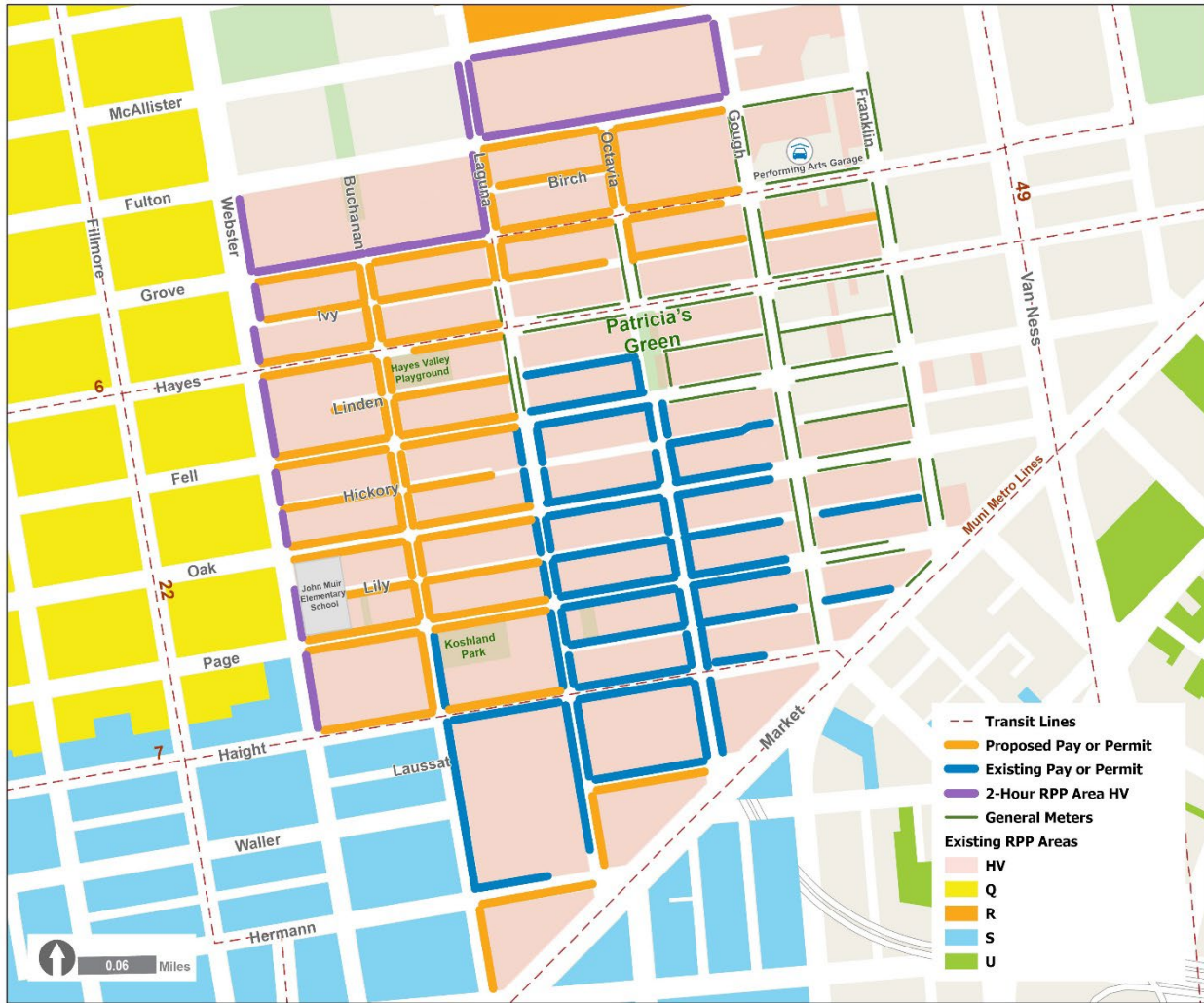
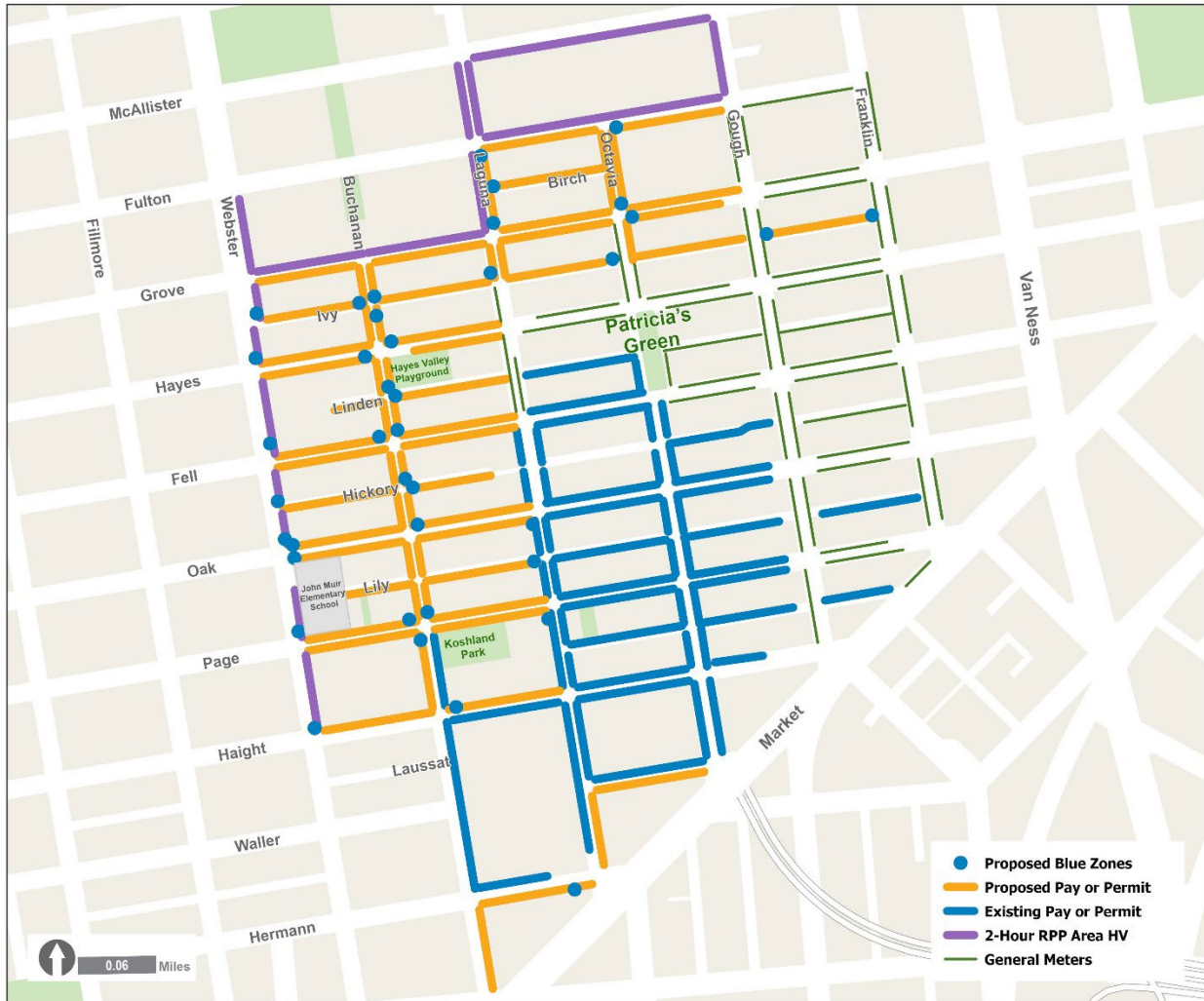


Figure 2 Map of Eligible Parcels for Pay or Permit Discounts



Figure 3 Map of Proposed Accessible Parking (Blue Zones)



The proposed parking modifications are as follows:

- A. RESCIND—TWO HOUR PARKING, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV PERMITS
ESTABLISH—GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV PERMITS
 - i. Birch Street, north side, between Octavia Street and Laguna Street
 - ii. Buchanan Street, east side, between Page Street and Grove Street
 - iii. Fell Street, both sides, between Laguna Street and Buchanan Street
 - iv. Grove Street, both sides, between Gough Street and Laguna Street
 - v. Grove Street, south side, between Laguna Street and Buchanan Street
 - vi. Hayes Street, both sides, between Laguna Street and Buchanan Street
 - vii. Hickory Street, south side, between Laguna Street and Buchanan Street
 - viii. Ivy Street, north side, between Franklin Street and Buchanan Street
 - ix. Laguna Street, east side, between Fulton Street and Grove Street
 - x. Laguna Street, both sides, between Ivy Street and Grove Street
 - xi. Lily Street, south side, between Buchanan Street and End
 - xii. Lily Street, south side, between Laguna Street and Buchanan Street
 - xiii. Linden Street, south side, between Laguna Street and Buchanan Street
 - xiv. Oak Street, both sides, between Laguna Street and Buchanan Street
 - xv. Octavia Street, both sides, between Grove Street and Fulton Street
 - xvi. Octavia Street, east side, between Ivy Street and Grove Street
 - xvii. Page Street, both sides, between Laguna Street and Buchanan Street

- B. RESCIND—TWO HOUR PARKING, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV OR AREA S PERMITS
ESTABLISH—GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV OR AREA S PERMITS
 - i. Buchanan Street, west side, between Haight Street and Page Street
 - ii. Buchanan Street, east side, between Market Street and Hermann Street
 - iii. Haight Street, north side, between Laguna Street and Webster Street

- C. RESCIND—TWO HOUR PARKING, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV OR AREA R PERMITS
ESTABLISH—GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV OR AREA R PERMITS
Fulton Street, south side, between Gough Street and Laguna Street

- D. RESCIND—TWO HOUR PARKING, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV OR AREA Q PERMITS
ESTABLISH—GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV OR AREA Q PERMITS

- i. Buchanan Street, west side, between Page Street and Grove Street
 - ii. Fell Street, both sides, between Buchanan Street and Webster Street
 - iii. Grove Street, south side, between Buchanan Street and Webster Street
 - iv. Hayes Street, both sides, between Buchanan Street and Webster Street
 - v. Hickory Street, south side, between Buchanan Street and Webster Street
 - vi. Ivy Street, north side, between Buchanan Street and Webster Street
 - vii. Linden Street, south side, from Buchanan Street to 140 feet westerly
 - viii. Oak Street, both sides, between Buchanan Street and Webster Street
 - ix. Page Street, both sides, between Buchanan Street and Webster Street
 - x. Webster Street, east side, between Oak Street and Grove Street
- E. RESCIND—2-HR PARKING, 9AM TO 8PM, MONDAY THROUGH FRIDAY EXCEPT VEHICLES WITH EITHER AREA HV OR AREA Q PERMITS
ESTABLISH—GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV , AREA Q, OR AREA S PERMITS
Page Street, both sides, between Webster Street and Buchanan Street
- F. RESCIND—TWO HOUR PARKING, 9 AM TO 8 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA HV, AREA Q, OR AREA S PERMITS
ESTABLISH—GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV, AREA Q, OR AREA S PERMITS
Webster Street, east side, between Haight Street and Oak Street
- G. RESCIND—TWO HOUR PARKING, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV OR AREA S PERMITS
- i. Hermann Street, south side, from Buchanan Street to 248 feet easterly
 - ii. Laguna Street, east side, from Waller Street to 190 feet southerly
 - iii. Waller Street, south side, from Laguna Street to 265 feet easterly
- H. RESCIND—GENERAL METERED PARKING, 4 HOUR LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY
- i. Hermann Street, south side, from 18 feet to 96 west of Laguna Street
 - ii. Laguna Street, east side, from 12 feet to 77 feet north of Market Street
 - iii. Waller Street, south side, from 12 feet to 112 feet west of Octavia Street
- I. ESTABLISH—GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV OR AREA S PERMITS
- i. Hermann Street, south side, from Buchanan Street to Laguna Street
 - ii. Laguna Street, east side, from Market Street to Waller Street
 - iii. Waller Street, south side, from Laguna Street to Octavia Street

- J. RESCIND—2-HR PARKING, 9AM TO 8PM, MONDAY THROUGH FRIDAY EXCEPT VEHICLES WITH EITHER AREA HV OR AREA Q PERMITS
ESTABLISH – 2-HR PARKING, 9AM TO 8PM, MONDAY THROUGH FRIDAY EXCEPT VEHICLES WITH EITHER AREA HV, AREA Q, OR AREA S PERMITS
Webster Street, west side, between Fell Street and Page Street

- K. ESTABLISH—BLUE ZONE, ACCESSIBLE PARKING, AT ALL TIMES
 - i. Oak Street, south side, from 0 feet to 20 feet easterly of Webster Street. (20-foot zone)
 - ii. Hayes Street, north side, from 20 feet to 45 feet east of Buchanan Street (25-foot zone)
 - iii. Buchanan Street, east side, from Linden Street to 20 feet northerly (20-foot zone)
 - iv. Buchanan Street, east side, from Fell Street to 20 feet northerly (20-foot zone)
 - v. Fell Street, north side, from Buchanan Street to 20 feet westerly (20-foot zone)
 - vi. Hickory Street, south side, from Buchanan Street to 20 feet easterly (20-foot zone)
 - vii. Lily Street, south side, from 20 feet to 40 feet west of Laguna Street (20-foot zone)
 - viii. Ivy Street, north side, from Franklin Street to 20 feet westerly (20-foot zone)
 - ix. Ivy Street, north side, from 42 feet to 62 feet west of Octavia Street (20-foot zone)
 - x. Grove Street, south side, from Octavia Street to 20 feet easterly (20-foot zone)
 - xi. Octavia Street, east side, from Grove Street to 20 feet northerly (20-foot zone)
 - xii. Laguna Street, east side, from 20 feet to 40 feet south of Fulton Street (20-foot zone)
 - xiii. Oak Street, north side, from Buchanan Street to 20 feet easterly (20-foot zone)
 - xiv. Laguna Street, east side, from Grove Street to 20 feet northerly (20-foot zone)
 - xv. Laguna Street, west side, from 20 feet to 40 feet north of Ivy Street (20-foot zone)
 - xvi. Laguna Street, west side, from 10 feet to 30 feet south of Page Street (20-foot zone)
 - xvii. Fulton Street, south side, from Octavia Street to 20 feet easterly (20-foot zone)
 - xviii. Buchanan Street, east side, from 9 feet to 29 feet south of Ivy Street (20-foot zone)
 - xix. Buchanan Street, west side, from 14 feet to 30 feet south of Page Street (16-foot zone)
 - xx. Haight Street, north side, from 20 feet to 40 feet east of Buchanan Street (20-foot zone)
 - xxi. Buchanan Street, east side, from Hickory Street to 20 feet northerly (20-foot zone)
 - xxii. Buchanan Street, east side, from 5 feet to 20 feet north of Page Street (20-foot zone)

- zone)
- xxiii. Page Street, north side, from Buchanan Street to 20 feet westerly (20-foot zone)
- xxiv. Webster Street, east side, from Fell Street to 20 feet northerly (20-foot zone)
- xxv. Hayes Street, south side, from 20 feet to 40 feet west of Buchanan Street (20-foot zone)
- xxvi. Buchanan Street, east side, from 10 feet to 30 feet north of Ivy Street (20-foot zone)
- xxvii. Webster Street, east side, from 7 feet to 27 feet north of Page Street (20-foot zone)
- xxviii. Webster Street, east side, from Hayes Street to 20 feet northerly (20-foot zone)
- xxix. Birch Street, north side, from 15 feet to 35 feet east of Laguna Street (20-foot zone)
- xxx. Laguna Street, west side, from Oak Street to 20 feet southerly (20-foot zone)
- xxxi. Laguna Street, north side, from Buchanan Street 20 feet easterly (20-foot zone)
- xxxii. Webster Street, east side, from 20 feet to 40 feet north of Haight Street (20-foot zone)
- xxxiii. Webster Street, east side, from 4 feet to 24 feet north of Hickory Street (20-foot zone)
- xxxiv. Oak Street, north side, from 9 feet to 29 feet east of Webster Street (20-foot zone)
- xxxv. Webster Street, east side, from 3 feet to 23 feet north of Ivy Street (20-foot zone)
- xxxvi. Webster Street, east side, from 11 feet to 31 feet north of Oak Street (20-foot zone)
- xxxvii. Ivy Street, north side, from 20 feet to 40 feet east of Gough Street (20-foot zone)
- xxxviii. Ivy Street, north side, from 9 feet to 29 feet west of Buchanan Street (20-foot zone)
- xxxix. Hermann Street, south side, from 30 feet to 52 feet west of Laguna Street at meter stall number 5 (22-foot zone)

STAKEHOLDER ENGAGEMENT

Project Webpage

Throughout the project, the project webpage has provided information to the public. People can subscribe to receive email and text updates about the project and the project email and text message lists contain around 1,000 addresses and numbers. These lists were used to advertise feedback opportunities, including the October 2, 2025, and December 2, 2025, community meetings, and the March 2026 virtual open house. These lists were also used to let people know about changes made based on feedback received throughout the process.

Phase 1 Outreach

During Phase 1 of the project, four neighborhoods were under study for Pay or Permit Parking, including parts of the Marina, Cow Hollow, Lower Haight, and Hayes Valley. Two in-person open houses were held for each pair of neighborhoods. To promote the open houses, postcards were mailed to all addresses in the neighborhood on streets under study plus a one block buffer. Staff also notified the affected district Supervisors' offices and sent emails to community groups and other stakeholders.

SFMTA staff held an open house for Lower Haight and Hayes Valley on October 2, 2024, attended by about 20 community members. The material presented shared the initial findings of how Pay or Permit Parking was performing in Hayes Valley and asked for feedback on the existing RPP blocks under study for Pay or Permit Parking. Feedback was mixed, with some people interested in the increased parking availability associated with Pay or Permit Parking and others concerned about visitors having to pay to park.

An open house for the Marina and Cow Hollow was held on December 2, 2024, with over 100 community members attending. The materials presented were the same as for the October 2 open house but tailored for the Marina and Cow Hollow. Feedback was generally against any Pay or Permit Parking in either neighborhood. Participants highlighted concerns about meters on residential streets, visitors having to pay to visit, and employee parking.

A follow-up stakeholder meeting was held with Marina and Cow Hollow business and community representatives to discuss the feedback received. This included neighborhood parking challenges and concerns with Pay or Permit Parking. Parking for residents' visitors and local business employees were key issues raised. The project was put on pause in both neighborhoods.

Follow-up stakeholder meetings were held: first, with the Lower Haight Merchants and Neighborhood Association (LoHaMNA), second, with a group of concerned residents, and third, with LoHaMNA leadership. Out of these conversations, the project was put on pause in RPP Areas Q and S in the Lower Haight.

Phase 2 Outreach

In Hayes Valley, leadership of the local neighborhood association and merchant council expressed support for expanding Pay or Permit Parking. In addition, feedback from the attendees at the open house and stakeholder meetings with Hayes Valley Neighborhood Association and Hayes Valley Merchants Council did not indicate the same level of concern about Pay or Permit Parking as the other neighborhoods. The project team updated the project boundaries to the HV permit area. The HV permit area is primarily Hayes Valley, with some small overlap with parts of the Lower Haight neighborhood. Additionally, the discount program pilot concepts were developed in response to feedback received in Phase 1.

Community Group Meetings

Staff held briefings, phone calls, and/or email communications with leadership from community groups (Hayes Valley Neighborhood Association, Hayes Valley Merchant Council, HV Safe, and Hayes Valley Small Business Association), who provided valuable insight into the neighborhood's needs and helped spread the word about community meetings and other opportunities for the public to provide input.

Briefings with Supervisors' Offices

Throughout the project, staff kept in communication with the District 5 Supervisors' offices of Dean Preston and Bilal Mahmood, which include Hayes Valley. A small, five-block portion of the project is in District 8, so Board President Mandelman's office was also briefed.

Community and Stakeholder Meetings

From November 2025 to February 2026, project staff reached out to and met with various stakeholders and community organizations. These include presenting at the November 4, 2025, meeting of Hayes Valley Neighborhood Association and the February 12, 2026, Hayes Valley Apartments Residents Meeting. The project team also met with the San Francisco Zen Center, John Muir Elementary School, and the Korean American Community Center.

Virtual Open House

An online open house was held from March 2 to March 15, 2026. The open house consisted of a StoryMap (an interactive website) and a survey. Both the website and survey were available in English, Spanish, Chinese, and Korean. The online open house received over 600 views and 67 survey responses. Three office hours, both in-person in the neighborhood and virtual, were held to provide an opportunity to talk directly with the project team and engaged 13 participants.

To promote the open house, over 7,300 postcards were mailed to all addresses within the project area plus a one block buffer. To further maximize visibility, 80 flyers were posted throughout the neighborhood, 40 were delivered to businesses on or near the project area, and 750 flyers were placed on parked vehicles. The project team also sent emails to project stakeholders and nearby community groups such as LoHaMNA and Civic Center CBD.

Key survey findings include:

- **Perception of parking availability:** More residents are unsatisfied than satisfied with parking availability today, especially if they park on street with a permit.
- **Parking challenges:** Parking availability was the number one parking challenge, especially for residents who rely on on-street parking. This feedback confirms what staff see in our parking availability data. Other responses include block-specific challenges such as construction projects, events, and illegal parking.
- **Preferred parking outcomes:** "Reduced circling for parking" and "predictable parking availability" were the two highest rated overall. "No changes needed" was the least preferred overall.

- **Guest discount:** Interest in participating in the Resident Guest Discount Pilot was high among residents (53%). Among the 28% who were unsure, 47% reported having visitors weekly. Increasing the number of discount codes available may help increase interest in the discount. Additional comments and emails indicated that residents thought that the neighborhood would benefit from an increase over the initial proposal of 12 discount codes per household per year.
- **Program improvements:** When asked for feedback about Pay or Permit Parking, a majority of respondents think that changing the signs from what they are currently would make the program easier to understand.
- **Sign changes:** Of the sign changes that would help the most, 72% wanted signs that include the days and hours when payment is required. Additionally, 33% of the respondents requested having more signs on each block.

Additional feedback provided during office hours, emails, and open-ended survey questions included:

- Concerns about impacts to Permit Areas S and Q, near the project area, particularly along Webster Street.
- Concerns about Pay or Permit Parking working for residents and on residential blocks.
- Support for Pay or Permit Parking to make parking easier for residents who rely on on-street parking.
- Support for Pay or Permit Parking's flexibility for visitors.
- Feedback on the discount programs not providing enough discount codes for guest residents.
- Other block-specific comments about parking challenges due to daylighting, construction, loading zones, and events.

Based on open house and stakeholder feedback in Outreach Phase 2 the project was further refined as follows:

- Removed Webster Street from the proposed Pay or Permit Parking Area.
- Pledged to change the Pay or Permit Parking signs to include the days and hours that Pay or Permit Parking is in effect.
- Increased the proposed number of discount codes per resident household from 12 to 24 per year.

ALTERNATIVES CONSIDERED

There were two alternatives considered for this project that evolved based on community feedback. Alternative 1, as discussed above, was to add Pay or Permit Parking across four

neighborhoods. Although there were potential parking availability and flexibility benefits for each neighborhood, this alternative was not pursued in response to public and stakeholder feedback. Alternative 2 was to not expand Pay or Permit Parking at all. This would not achieve any of the parking availability and flexibility benefits, would not allow for the discount programs to be developed, and would risk a failure to fulfill the requirements of the grant and forfeiting the grant funds.

FUNDING IMPACT

The capital funds for the Pay or Permit Parking Expansion come from a \$1.494M Local Parking Management Capital and Implementation Grant from the Metropolitan Transportation Commission (MTC). Capital costs include the paystations and signs. The local match requirement is met by SFMTA Meter Shop labor to install paystations and signs.

Source	Amount	Use
Local Parking Management Grant (OBAG)	\$1,494,000	Construction
SFMTA Meter Shop Labor (in-kind match)	193,564	Construction
Total	\$1,687,534	

Revenues derived from the issuance of RPP permits fund the costs of SFMTA administration and enforcement of the RPP portion of the program. Based on experience with the existing Pay or Permit Parking program in Hayes Valley, staff estimates that the Pay or Permit Parking meters on the proposed blockfaces would generate \$550,000 in revenue after subtracting the costs of operations and maintenance. The new discount programs are estimated to cost \$300,000 (\$110,000 for residents and guests and \$190,000 for local businesses), bringing net revenue to \$230,000.

Revenue	Amount
Additional Metered Spaces	639
Average Additional Meter Revenue/Year	\$929
Total Additional Meter Revenue	\$593,631
Increase in Citations per Space	0.85
Total Increase in Citations per year	540
Collection Rate	0.68
Average Citation Payment (including late fees)	\$125.09
Total Additional Citation Revenue	\$45,939
Total Revenue per year	\$639,451

Annual Costs	Amount
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Paystation Maintenance	\$90,351
Resident/Guest Discount Program	\$110,000
Local Business Discount Program	\$190,000
Total Annual Costs	\$390,351

Total Revenue per year	\$639,451
Total Costs per year	\$390,351
Annual Net Revenue	\$249,100

Parking revenue must be used to support public transit per San Francisco Municipal Code Section 905 (e).

ENVIRONMENTAL REVIEW

The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities pursuant to Title 14 of the California Code of Regulations Section 15301.

On April 1, 2026, the Planning Department determined that the Hayes Valley Pay or Permit (Case No. 2021-004502ENV) is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

Copies of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this report.

Final SFMTA Decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Transportation Code, Div. 1, Section 10.1. Items A-K are final SFMTA Decisions. Information about the review process can be found at: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf.

RECOMMENDATION

SFMTA staff recommend that the SFMTA Board of Directors approve the expansion of Pay or

Permit Parking (paid parking for visitors, local permit holders exempt from payment) throughout RPP Area HV in Hayes Valley; additional accessible parking spaces (blue zones); and amending Division II of the Transportation Code to authorize the Director of Transportation to provide for limited parking meter discounts for residents' guests and merchants' employees in Pay or Permit Residential Parking Permit Areas.

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS**

RESOLUTION No. _____

WHEREAS, SFMTA staff propose to expand Pay or Permit Parking in Residential Parking Permit (RPP) Area HV in Hayes Valley from 58 to 126 blockfaces with the goal of improving parking availability for permit holders and visitors; and,

WHEREAS, Existing Pay or Permit Parking has improved parking availability by 5% as fewer people park all day, and enforcement is more efficient; and,

WHEREAS, An extensive outreach effort was conducted to solicit input and the public has been given the opportunity to comment on these modifications; and,

WHEREAS, The San Francisco Municipal Transportation Agency proposes parking modifications as follows:

- A. RESCIND—TWO HOUR PARKING, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV PERMITS
ESTABLISH—GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV PERMITS
 - i. Birch Street, north side, between Octavia Street and Laguna Street
 - ii. Buchanan Street, east side, between Page Street and Grove Street
 - iii. Fell Street, both sides, between Laguna Street and Buchanan Street
 - iv. Grove Street, both sides, between Gough Street and Laguna Street
 - v. Grove Street, south side, between Laguna Street and Buchanan Street
 - vi. Hayes Street, both sides, between Laguna Street and Buchanan Street
 - vii. Hickory Street, south side, between Laguna Street and Buchanan Street
 - viii. Ivy Street, north side, between Franklin Street and Buchanan Street
 - ix. Laguna Street, east side, between Fulton Street and Grove Street
 - x. Laguna Street, both sides, between Ivy Street and Grove Street
 - xi. Lily Street, south side, between Buchanan Street and End
 - xii. Lily Street, south side, between Laguna Street and Buchanan Street
 - xiii. Linden Street, south side, between Laguna Street and Buchanan Street
 - xiv. Oak Street, both sides, between Laguna Street and Buchanan Street
 - xv. Octavia Street, both sides, between Grove Street and Fulton Street
 - xvi. Octavia Street, east side, between Ivy Street and Grove Street
 - xvii. Page Street, both sides, between Laguna Street and Buchanan Street

- B. RESCIND—TWO HOUR PARKING, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV OR AREA S PERMITS

ESTABLISH—GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV OR AREA S PERMITS

- i. Buchanan Street, west side, between Haight Street and Page Street
- ii. Buchanan Street, east side, between Market Street and Hermann Street
- iii. Haight Street, north side, between Laguna Street and Webster Street

C. RESCIND—TWO HOUR PARKING, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV OR AREA R PERMITS

ESTABLISH—GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV OR AREA R PERMITS

Fulton Street, south side, between Gough Street and Laguna Street

D. RESCIND—TWO HOUR PARKING, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV OR AREA Q PERMITS

ESTABLISH—GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV OR AREA Q PERMITS

- i. Buchanan Street, west side, between Page Street and Grove Street
- ii. Fell Street, both sides, between Buchanan Street and Webster Street
- iii. Grove Street, south side, between Buchanan Street and Webster Street
- iv. Hayes Street, both sides, between Buchanan Street and Webster Street
- v. Hickory Street, south side, between Buchanan Street and Webster Street
- vi. Ivy Street, north side, between Buchanan Street and Webster Street
- vii. Linden Street, south side, from Buchanan Street to 140 feet westerly
- viii. Oak Street, both sides, between Buchanan Street and Webster Street
- ix. Page Street, both sides, between Buchanan Street and Webster Street
- x. Webster Street, east side, between Oak Street and Grove Street

E. RESCIND—2-HR PARKING, 9AM TO 8PM, MONDAY THROUGH FRIDAY EXCEPT VEHICLES WITH EITHER AREA HV OR AREA Q PERMITS

ESTABLISH—GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV , AREA Q, OR AREA S PERMITS

Page Street, both sides, between Webster Street and Buchanan Street

F. RESCIND—TWO HOUR PARKING, 9 AM TO 8 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA HV, AREA Q, OR AREA S PERMITS

ESTABLISH—GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV, AREA Q, OR AREA S PERMITS

Webster Street, east side, between Haight Street and Oak Street

G. RESCIND—TWO HOUR PARKING, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV OR AREA S PERMITS

- i. Hermann Street, south side, from Buchanan Street to 248 feet easterly
 - ii. Laguna Street, east side, from Waller Street to 190 feet southerly
 - iii. Waller Street, south side, from Laguna Street to 265 feet easterly
- H. RESCIND—GENERAL METERED PARKING, 4 HOUR LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY
- i. Hermann Street, south side, from 18 feet to 96 west of Laguna Street
 - ii. Laguna Street, east side, from 12 feet to 77 feet north of Market Street
 - iii. Waller Street, south side, from 12 feet to 112 feet west of Octavia Street
- I. ESTABLISH—GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA HV OR AREA S PERMITS
- i. Hermann Street, south side, from Buchanan Street to Laguna Street
 - ii. Laguna Street, east side, from Market Street to Waller Street
 - iii. Waller Street, south side, from Laguna Street to Octavia Street
- J. RESCIND—2-HR PARKING, 9AM TO 8PM, MONDAY THROUGH FRIDAY EXCEPT VEHICLES WITH EITHER AREA HV OR AREA Q PERMITS
ESTABLISH – 2-HR PARKING, 9AM TO 8PM, MONDAY THROUGH FRIDAY EXCEPT VEHICLES WITH EITHER AREA HV, AREA Q, OR AREA S PERMITS
Webster Street, west side, between Fell Street and Page Street
- K. ESTABLISH—BLUE ZONE, ACCESSIBLE PARKING, AT ALL TIMES
- i. Oak Street, south side, from 0 feet to 20 feet easterly of Webster Street. (20-foot zone)
 - ii. Hayes Street, north side, from 20 feet to 45 feet east of Buchanan Street (25-foot zone)
 - iii. Buchanan Street, east side, from Linden Street to 20 feet northerly (20-foot zone)
 - iv. Buchanan Street, east side, from Fell Street to 20 feet northerly (20-foot zone)
 - v. Fell Street, north side, from Buchanan Street to 20 feet westerly (20-foot zone)
 - vi. Hickory Street, south side, from Buchanan Street to 20 feet easterly (20-foot zone)
 - vii. Lily Street, south side, from 20 feet to 40 feet west of Laguna Street (20-foot zone)
 - viii. Ivy Street, north side, from Franklin Street to 20 feet westerly (20-foot zone)
 - ix. Ivy Street, north side, from 42 feet to 62 feet west of Octavia Street (20-foot zone)
 - x. Grove Street, south side, from Octavia Street to 20 feet easterly (20-foot zone)
 - xi. Octavia Street, east side, from Grove Street to 20 feet northerly (20-foot zone)
 - xii. Laguna Street, east side, from 20 feet to 40 feet south of Fulton Street (20-foot zone)
 - xiii. Oak Street, north side, from Buchanan Street to 20 feet easterly (20-foot zone)
 - xiv. Laguna Street, east side, from Grove Street to 20 feet northerly (20-foot zone)

- xv. Laguna Street, west side, from 20 feet to 40 feet north of Ivy Street (20-foot zone)
- xvi. Laguna Street, west side, from 10 feet to 30 feet south of Page Street (20-foot zone)
- xvii. Fulton Street, south side, from Octavia Street to 20 feet easterly (20-foot zone)
- xviii. Buchanan Street, east side, from 9 feet to 29 feet south of Ivy Street (20-foot zone)
- xix. Buchanan Street, west side, from 14 feet to 30 feet south of Page Street (16-foot zone)
- xx. Haight Street, north side, from 20 feet to 40 feet east of Buchanan Street (20-foot zone)
- xxi. Buchanan Street, east side, from Hickory Street to 20 feet northerly (20-foot zone)
- xxii. Buchanan Street, east side, from 5 feet to 20 feet north of Page Street (20-foot zone)
- xxiii. Page Street, north side, from Buchanan Street to 20 feet westerly (20-foot zone)
- xxiv. Webster Street, east side, from Fell Street to 20 feet northerly (20-foot zone)
- xxv. Hayes Street, south side, from 20 feet to 40 feet west of Buchanan Street (20-foot zone)
- xxvi. Buchanan Street, east side, from 10 feet to 30 feet north of Ivy Street (20-foot zone)
- xxvii. Webster Street, east side, from 7 feet to 27 feet north of Page Street (20-foot zone)
- xxviii. Webster Street, east side, from Hayes Street to 20 feet northerly (20-foot zone)
- xxix. Birch Street, north side, from 15 feet to 35 feet east of Laguna Street (20-foot zone)
- xxx. Laguna Street, west side, from Oak Street to 20 feet southerly (20-foot zone)
- xxxi. Laguna Street, north side, from Buchanan Street 20 feet easterly (20-foot zone)
- xxxii. Webster Street, east side, from 20 feet to 40 feet north of Haight Street (20-foot zone)
- xxxiii. Webster Street, east side, from 4 feet to 24 feet north of Hickory Street (20-foot zone)
- xxxiv. Oak Street, north side, from 9 feet to 29 feet east of Webster Street (20-foot zone)
- xxxv. Webster Street, east side, from 3 feet to 23 feet north of Ivy Street (20-foot zone)
- xxxvi. Webster Street, east side, from 11 feet to 31 feet north of Oak Street (20-foot zone)
- xxxvii. Ivy Street, north side, from 20 feet to 40 feet east of Gough Street (20-foot zone)
- xxxviii. Ivy Street, north side, from 9 feet to 29 feet west of Buchanan Street (20-foot zone)
- xxxix. Hermann Street, south side, from 30 feet to 52 feet west of Laguna Street at

meter stall number 5 (22-foot zone); and,

WHEREAS, The capital funds for this project come from a \$1.494M Local Parking Management Capital and Implementation Grant from the Metropolitan Transportation Commission (MTC) with local match requirement of \$193,564 provided by an in-kind contribution of SFMTA Meter Shop labor; and,

WHEREAS, Pay or Permit Parking is operationally revenue positive; and,

WHEREAS, The SFMTA has determined that the proposed parking modifications are categorically exempt from the California Environmental Quality Act (CEQA); now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Director of Transportation to expand Pay or Permit Parking in Residential Parking Permit (RPP) Area HV in Hayes Valley from 58 to 126 blockfaces; establish additional accessible parking spaces (blue zones) on the proposed Pay or Permit Parking blocks to achieve SFMTA's accessible parking goals; and create limited discount programs for residents' guests and local business employees paying for parking within the expanded Pay or Permit Parking area; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking modifications, as set forth in Items A through K above; and, be it further

RESOLVED, That San Francisco Municipal Transportation Agency Board of Directors amends Division II of the Transportation Code to authorize the Director of Transportation to provide for limited parking meter discounts for residents' guests and merchants' employees in Pay or Permit Residential Parking Permit Areas.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 2, 2026.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code - Meter Discounts for Pay or Permit Residential Parking Permit Areas]

Resolution amending Division II of the Transportation Code to authorize the Director of Transportation to provide for limited parking meter discounts for residents' guests and merchants' employees in Pay or Permit Residential Parking Permit Areas.

NOTE: **Additions** are in *single-underline italics Times New Roman font*.
Deletions are in *strike-through italics Times New Roman font*.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 900 of Division II of the Transportation Code is hereby amended by revising Section 905, to read as follows:

SEC. 905. RESIDENTIAL PARKING PERMIT.

(a) General Permit Requirements.

(1) The Director of Transportation shall issue a Residential Parking Permit for use by a specified vehicle upon receipt of a written application from a qualifying property resident. No more than one Parking permit shall be issued to each vehicle for which application is made.

(2) The Parking privileges of a Residential Parking Permit do not extend to any non-Electric Vehicle with a gross vehicle weight rating (GVWR) in excess of 6,000 pounds, any Electric Vehicle with a GVWR in excess of 8,000 pounds, or any trailer, trailer coach,

utility trailer, or any other type of vehicle as defined in the California Vehicle Code, whether separate from or attached to a motor vehicle possessing a Residential Parking Permit.

(3) A Residential Parking Permit does not guarantee or reserve to the Permittee an on-street parking space within a Residential Parking Permit Area.

(4) A Residential Parking Permit may be issued to residents of a Residential Parking Permit Area for motor vehicles registered out-of-state, provided that the applicant documents the resident's active military duty status.

(b) Permit Privileges.

* * * *

(2) **Pay or Permit Residential Parking Permit Area.** Any vehicle that possesses a valid Residential Parking Permit shall be exempt from payment at on-street Parking Meters, as required by Division I, Section 7.2.23 (Payment of Parking Meter), located in a Residential Parking Permit Area where designated by the SFMTA with posted signs.

* * * *

(e) Additional Residential Parking Permits.

* * * *

(7) Pay or Permit Area Discounts. *The Director of Transportation is authorized to create the following free or reduced parking rates in Pay or Permit Residential Parking Permit Areas, as described in subsection (b)(2) of this Section 905 within an assigned permit area. The Director may determine the documentation or other information applicants must provide to establish eligibility for the discounts.*

(A) **Guest Discounts.** The Director may issue up to 36 discount codes per year per address within a Pay or Permit Residential Parking Permit Area for residents' guests that provide up to a 100% discount at parking meters for up to four hours per discount code.

(B) **Business Discounts.** The Director may authorize parking discounts for up to eight employees per business that provide up to 16 hours per day of up to a 50% discount at parking meters, either through discount codes or through a mobile parking application. Eligible businesses must be located within the Pay or Permit Residential Parking Permit Area, open to the public, and employ at least one employee.

* * * *

Section 2. Scope of Resolution. In enacting this resolution, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this resolution as additions or deletions in accordance with the "Note" that appears under the official title of the resolution.

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Section 3. Effective Date. This resolution shall become effective on the 31st day after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this resolution.

APPROVED AS TO FORM:
DAVID CHIU, City Attorney

By: _____
MISHA TSUKERMAN
Deputy City Attorney

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 2, 2026.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

4935-7488-5038