

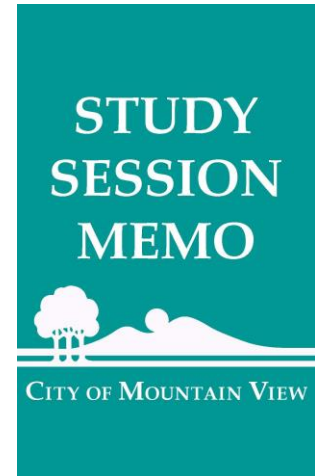
DATE: October 12, 2021

TO: Honorable Mayor and City Council

FROM: Aruna Bodduna, Transportation Planner
John Lang, Economic Vitality Manager
Dawn S. Cameron, Public Works Director
Aarti Shrivastava, Assistant City
Manager/Community Development
Director

VIA: Kimbra McCarthy, City Manager

TITLE: **Castro Pedestrian Mall Feasibility Study and
Future of 100-300 Blocks of Castro Street**



PURPOSE

The purpose of this Study Session is to receive City Council input and direction regarding the Castro Pedestrian Mall Feasibility Study's high-level concept alternatives for the 100 block of Castro Street, the potential inclusion of the 200 and 300 blocks of Castro Street into the pedestrian mall concept, and the continuation of the interim closure of the 100 to 300 blocks of Castro Street to vehicular traffic beyond January 2022.

BACKGROUND

Castro Street is Mountain View's oldest commercial corridor and is located in downtown Mountain View, which is the historic center and civic focus of the community. As the "heart of downtown," Castro Street is characterized by pedestrian-scaled spaces, wider sidewalks, and street trees with large canopy and is activated by the many people who live and work in the vicinity. The 100 to 300 blocks of Castro Street predominantly feature restaurant and retail establishments with more office, recreational, and municipal spaces progressing further south along the corridor.

The northern end of Castro Street connects to the Mountain View Transit Center, a major mobility hub for the City. Planned improvements through the Transit Center Master Plan Grade Separation and Access Project (GSAP) will create a more walkable connection to the Transit Center. The GSAP project will remove the at-grade vehicle crossing at the railroad tracks and Central Expressway and construct new pedestrian and bicycle undercrossings (Figure 1).

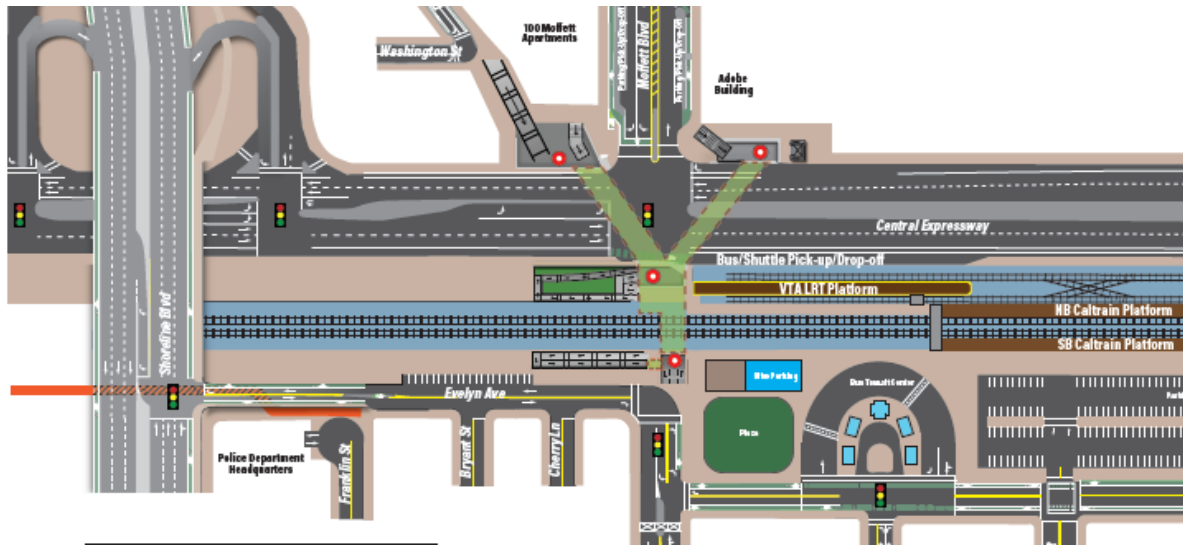


Figure 1: Transit Center Grade Separation and Access Project

During the [March 19, 2019](#) Council Study Session for the GSAP, the City Council expressed interest in exploring a pedestrian plaza/mall at the end of Castro Street. On June 11, 2019, Council approved Castro Pedestrian Mall Feasibility Study, Project 20-58, as part of the Fiscal Year 2019-20 Capital Improvement Program (CIP). On [December 10, 2019](#), Council approved a consultant agreement with Gehl Studio, Inc. (Gehl), for this project.

Gehl is an urban design firm with extensive project experience on walkable, human-scale environments that help cities achieve their sustainability goals. They have global experience working on projects that involve designing pedestrian plazas and pedestrian-focused shared streets that create a vibrant and welcoming urban environment.

The scope of the Castro Pedestrian Mall Feasibility Study includes developing and analyzing very high-level concepts and alternatives for creating a pedestrian mall or public plaza along the 100 block of Castro Street, between Evelyn Avenue and Villa Street.

The project was initiated in February 2020 with the initial tasks of assessing existing conditions and data collection, but the development of concepts along with community and business outreach was put on hold due to the COVID-19 pandemic. City staff and consultant resources shifted focus to work on the temporary closure of Castro Street known as the Castro StrEATs program.

Castro StrEATs Program

On June 9, 2020, the Council adopted [Resolution No. 18470](#) to temporarily close the 100, 200, 300, and 400 blocks of Castro Street between West Evelyn Avenue and



Mercy Street to vehicular traffic with continued motor vehicle access across Castro Street at each of the side streets. This action allowed for the launch of the Castro StrEATs program on June 25, 2020 in order to facilitate outdoor dining within the public right-of-way, allow for social distancing, and support the recovery of Mountain View's downtown businesses as a result of the COVID-19 pandemic.

After the Castro StrEATs program began, Council amended the program several times to address the changing County Public Health Orders and to include prohibiting bicycle operations and transportation devices along the closed portion of Castro Street ([Resolution No. 18489](#)); expanding the program beyond outdoor dining to other business uses ([Resolution No. 18496](#)); temporarily suspending the Downtown Sidewalk Café Program requirements ([Resolution No. 18546](#) and [Resolution No. 18547](#)); and extending the Castro Street closure to no later than January 17, 2022 for the 100, 200, and 300 blocks and terminating the street closure for the 400 block ([Resolution No. 18576](#) and [Resolution No. 18577](#)).



Although the Castro Pedestrian Mall Study's formal concept development with community and business outreach was delayed, the project was able to use the Castro StrEATs program to gain insight into business and community reactions to closing the blocks to traffic and fostering a more pedestrian-friendly environment with the outdoor dining.

An online public user survey has been available since July 2020 to provide feedback about the Castro StrEATs program. Of nearly 700 responses received on the survey:

- Two-thirds identified as living or working in Mountain View, and nearly one-third identified as being a local visitor to Castro Street from somewhere else within the Bay Area.
- Over half of the respondents visited Castro Street multiple times since the program began, suggesting that the program was successful in attracting repeat visits.
- 95% of users reported that they felt positively about the program.
- While the survey did not request feedback regarding future conditions, a majority of the respondents provided open-ended feedback that they would like Castro Street to remain as a pedestrian plaza permanently or considered as a pedestrian plaza in the future.

Feedback from the businesses along the 100 through 300 blocks of Castro Street about the Castro StrEATs program has been generally favorable and included support for extending the closure and outdoor dining until at least January 2022. It was found the closure of the 400 block of Castro Street was less useful for outdoor dining purposes, and by June 2021, nearly all the businesses on the 400 block requested that the block be reopened to traffic.

In spring 2021, the Gehl consultant team began to develop high-level concept alternatives for the 100 block of Castro Street as originally included in the project scope of work. Outreach with the businesses and community to receive feedback on the concepts began in August 2021.

DISCUSSION

Gehl's Feasibility Study Draft Report (Attachment 1) begins with a photo history of Castro Street, provides an overview of the site context, and details the existing conditions and physical characteristics of the 100 block of Castro Street.

Existing Conditions

Under the existing conditions, the 100 block of Castro Street has one through travel lane in each direction and one turn lane. The roadway width is 56', including the parking/flex zones. The full public right-of-way is approximately 80' wide (including sidewalks on either side). The GSAP will develop a revised configuration of the Castro Street/Evelyn

Avenue intersection, allowing traffic to travel east and west on Evelyn Avenue. This not only provides an alternate access into downtown but also provides direct access to the Transit Center, especially for buses and shuttles. Figure 2 illustrates the existing conditions with the GSAP changes to the Evelyn Avenue connections.



Figure 2: 100 Block Existing Conditions with GSAP Evelyn Connections

Public Space and Public Life

The report provides the following insights from a public space and public life observation study of the 100 block of Castro Street:

1. There is a mismatch between mode use and space allocation on the street considering that pedestrians make up 32% of the movement on Castro Street (Figure 3).
2. Castro Street will need more room for pedestrians.
3. The “flex zone” was pioneering but could better prioritize people over parking.
4. With current street design, you need to pay to sit on Castro Street.
5. Wayfinding is lacking for pedestrians and motorists.

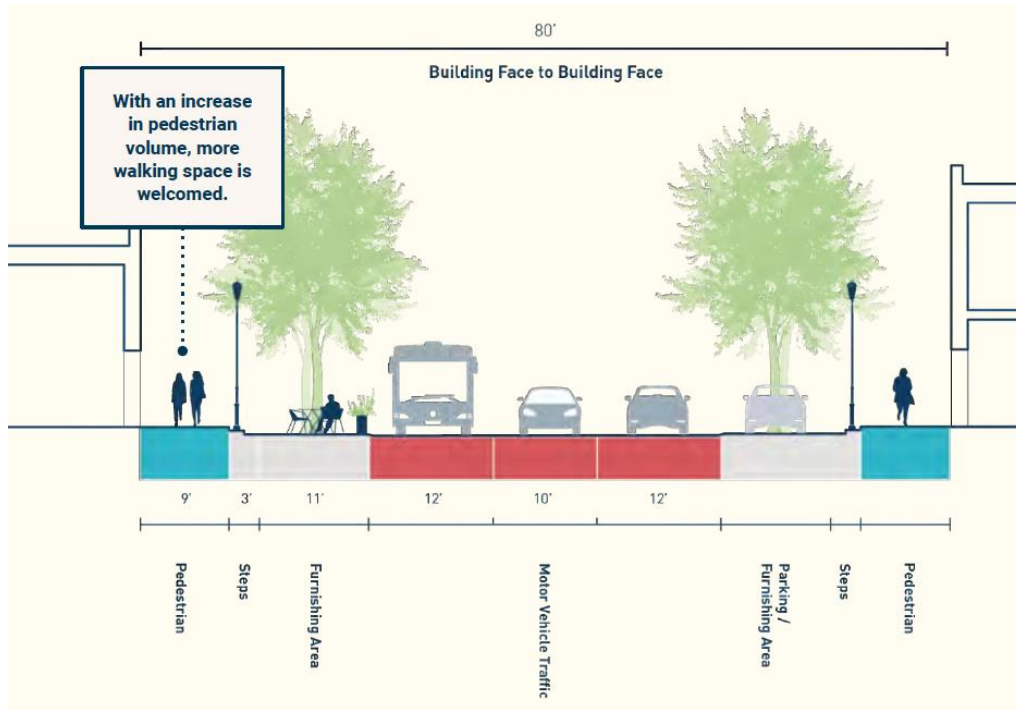


Figure 3: Space Allocation by Mode

6. The mature tree canopy offers a fantastic microclimate.
7. Castro Street's street design should be as great as the buildings that frame it.
8. People in Mountain View loved Castro Street before, but they love it even more without cars.

Design Principles and Strategies

The overarching design principles and strategies proposed for a Castro Street Pedestrian Mall are as follows:

1. Prioritize people walking: Make it easy, intuitive, and accessible.
2. Focus on the kind of life you want to invite: Design and program for the activities you want the street to support.
3. Public space is a verb: A street must be actively cultivated and nurtured to support great public life.

Concept Alternatives

Before design details, amenities, and features can be developed and discussed, the concept and footprint of a pedestrian mall needs to be determined.

Building upon the planned closure of the at-grade crossing of Castro Street, three high-level concept alternatives were developed with an urban design perspective to create a pedestrian mall or plaza in the 100 block of Castro Street. These concepts are based on the vision for downtown as identified in the Downtown Precise Plan and anticipated changes occurring with the other downtown projects in the vicinity, such as the GSAP.

Concept Alternative A – “Expand Public Space”

Alternative A (Figure 4) prioritizes maintaining vehicle access with minimal interruption to existing vehicle flows while moderately increasing space for flex zones and patio spaces.

This alternative provides expanded pedestrian space by narrowing the existing three-lane cross-section on Castro to two lanes within this block (a reduction of 10' in roadway width). The southbound left-turn movement from Castro Street onto Villa Street would not be allowed, and seven parking spaces will be eliminated. These changes allow for expanded public use spaces and flex zones. Although bicycles can continue to use the travel lanes similar to existing (pre-COVID) conditions, the potential for enhanced bicycle accommodations would be determined during design.



Figure 4: Concept Alternative A – Expand Public Space

Concept Alternative B – “Castro Street Plaza”

Alternative B (Figure 5) prioritizes the expansion of public space and establishment of a pedestrian mall on Castro Street.

This alternative closes Castro Street for vehicular traffic between West Evelyn Avenue and Villa Street to create a pedestrian mall in this segment. The two Evelyn Avenue legs will remain connected where Castro Street is currently located. Pedestrian crossing controls could be provided at the Evelyn Avenue and Castro Street crosswalks. Considerations for bicycle, emergency vehicle, and service vehicle access accommodations through the pedestrian mall would be determined during planning and design.

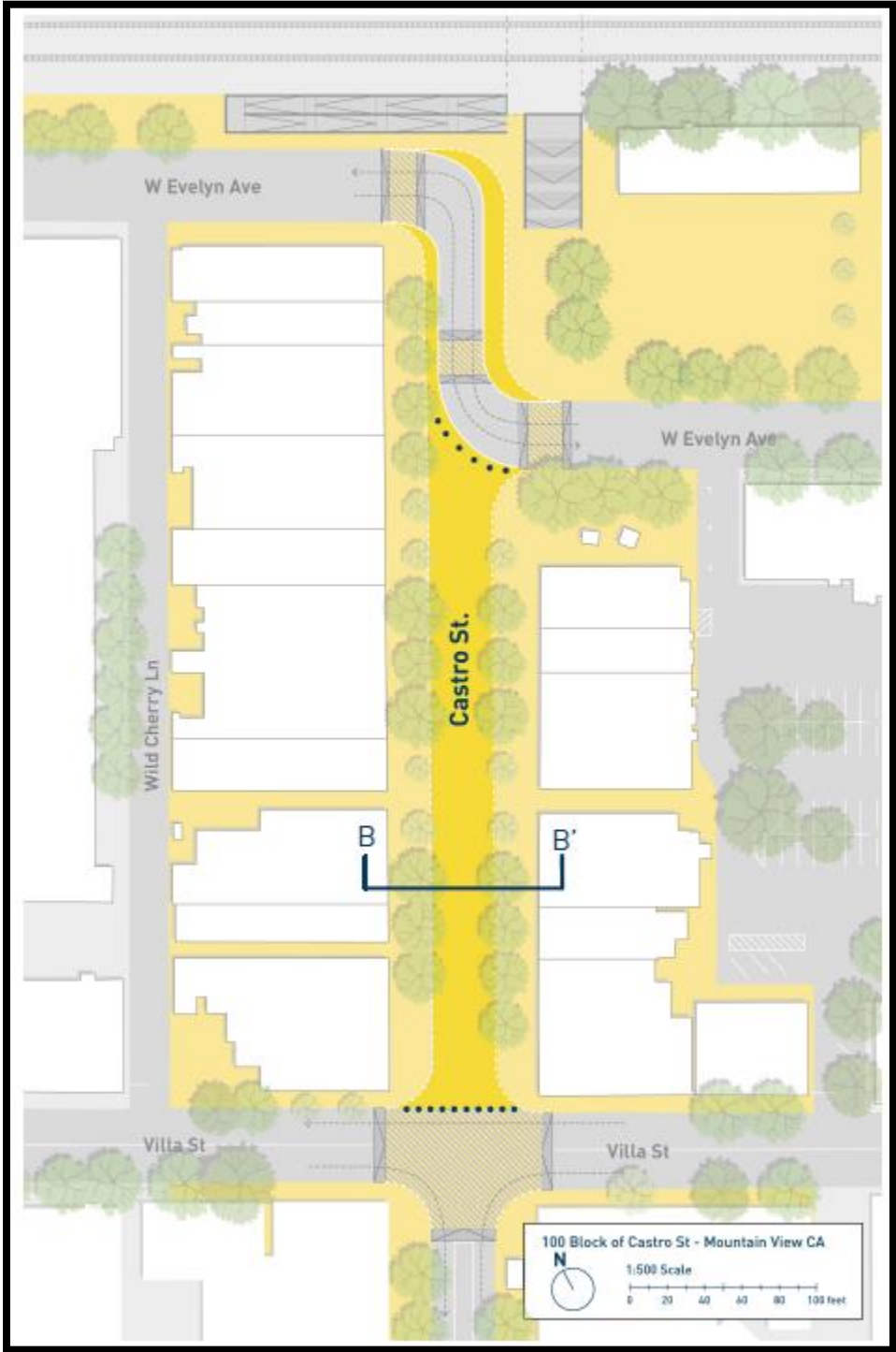


Figure 5: Concept Alternative B – Castro Street Plaza

Concept Alternative C – “Evelyn Realignment”

Alternative C (Figure 6) prioritizes the further expansion of public pedestrian space on the north end of Castro Street by realigning West Evelyn Avenue and incorporating a portion of Centennial Plaza.

Alternative C allows for a larger plaza area and a direct connection from Castro Street to the future GSAP undercrossing. With this alternative, the alignment of West Evelyn Avenue along Castro Street would be shifted east to align with Blossom Lane. The GSAP staircase entrance into the undercrossings would also shift south of West Evelyn Avenue to provide an alternative pathway to the at-grade street crossing. This would allow for a larger contiguous pedestrian space between the new pedestrian/bicycle undercrossing and the 100 block of Castro Street. Considerations for bicycle, emergency vehicle, and service vehicle access through the pedestrian mall would be determined during planning and design.

This alternative would require relocating or replacing the station building, which includes a leased wine bar, a restroom and waiting area for Valley Transportation Authority (VTA) operators, a bike storage room, and an outdoor waiting area with transit information displays. Several of these uses would need to be replaced in the immediate vicinity of the Transit Center.

In addition, the new West Evelyn Avenue alignment would encroach on property owned by the Peninsula Corridor Joint Powers Board (Caltrain) (Figure 7). The City currently has a ground lease with Caltrain for the property outlined in green in Figure 7 that only allows the City to use the land for a public plaza and/or transit-related retail or community nonprofit auxiliary uses. The City would need to acquire a right-of-way easement from Caltrain for any portion of a reconfigured street that encroached on their property.

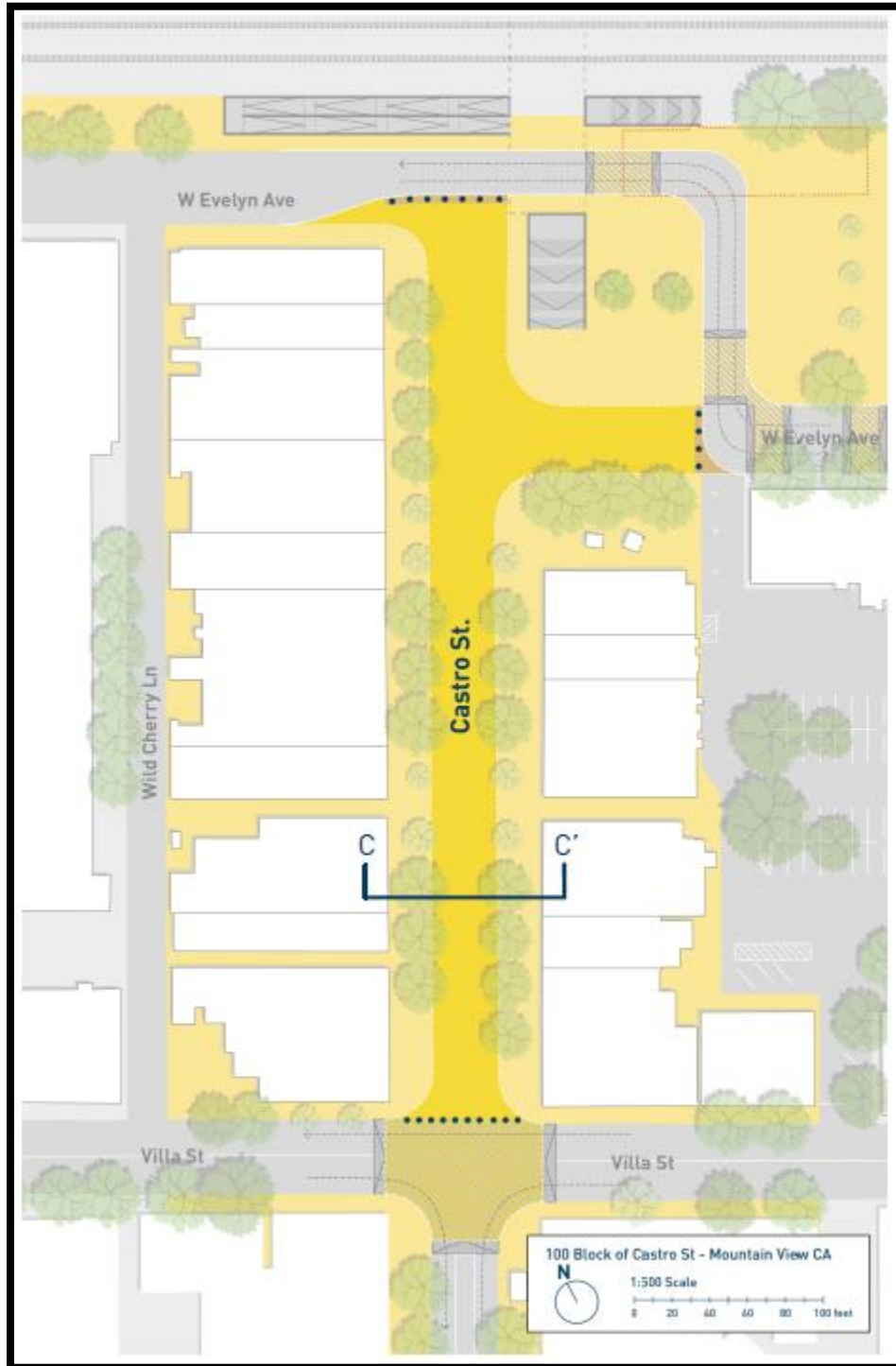


Figure 6: Concept Alternative C – Evelyn Realignment

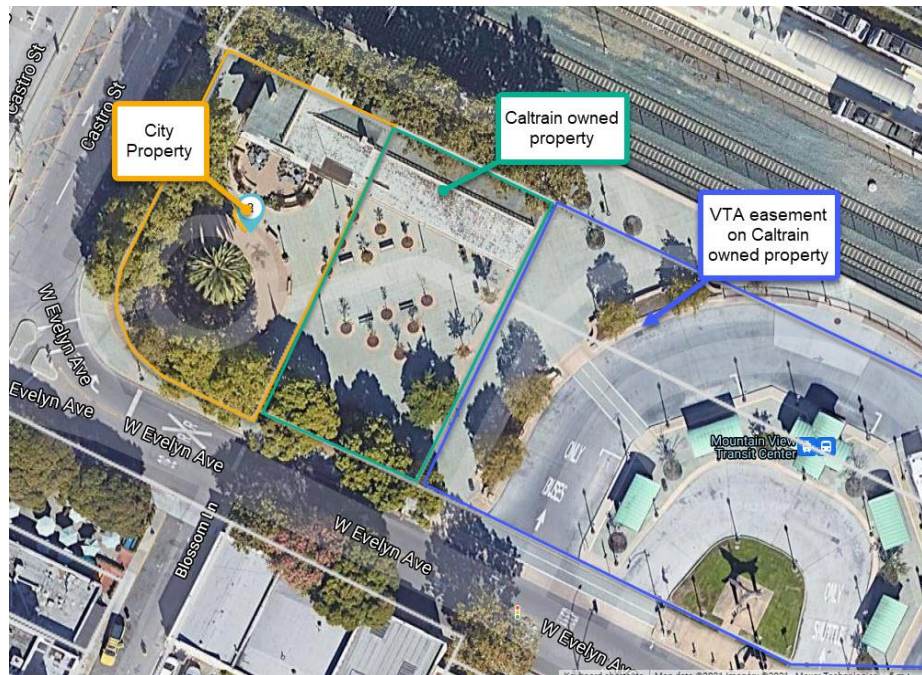


Figure 7: Property Ownership at Centennial Plaza/Transit Center

Traffic Analysis Summary

A traffic analysis was conducted to evaluate the impacts of the three concept alternatives. The analysis report is included as Attachment 2. The analysis shows that all three alternatives result in minimal impacts to traffic delay throughout the study area. While alternatives that close the 100 block of Castro Street to vehicular traffic (Alternatives B and C) result in relatively higher levels of vehicle diversion, the diverted traffic is not anticipated to result in any significant congestion impacts on nearby streets.

Concept Alternatives Summary

Table 1 summarizes the key features of each alternative. The alternatives improve, to varying degrees, the pedestrian realm by increasing the accessible space along Castro Street. Alternatives B and C are most effective for providing pedestrian safety benefits by eliminating conflicts with automobiles along Castro Street. Alternative C provides the additional benefit for both cyclists and pedestrians by reducing vehicle conflicts along West Evelyn Avenue to access the Transit Center and the Moffett Boulevard neighborhoods. All alternatives have similar parking impacts consisting of the loss of seven on-street spaces, requiring vehicles to use nearby public parking lots, or on-street parking options.

Table 1: Concept Alternatives Summary

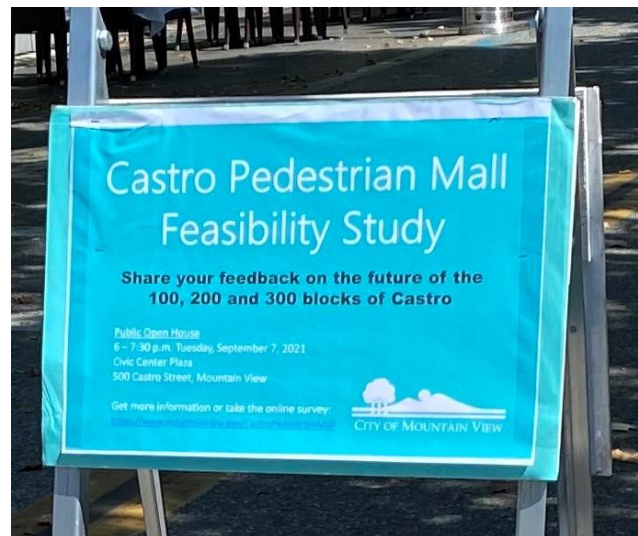
A Expand Public Space	B Castro Street Plaza	C Evelyn Realignment
BENEFITS		
<ul style="list-style-type: none"> • Allows for more pedestrian or flex space compared to existing conditions • Minimizes disruption to existing (pre-COVID) traffic flow 	<ul style="list-style-type: none"> • More pedestrian space compared to Alternative A • Allows creation of pedestrian mall • Enhances accessibility to new public spaces • Maintains vehicle movement along West Evelyn Avenue • Some improved access to Transit Center 	<ul style="list-style-type: none"> • Substantial increase in public space with new plaza extending the pedestrian mall • Enhances accessibility to public spaces • Realigns vehicle movement along West Evelyn Avenue but maintains key access to downtown • Improves pedestrian and bicycle direct access to both the Transit Center and Moffett Boulevard without crossing Evelyn Avenue
CHALLENGES OR IMPACTS		
<ul style="list-style-type: none"> • Removes on-street parking • Does not change accessibility to Transit Center 	<ul style="list-style-type: none"> • Removes on-street parking • Diversion of traffic flow on Castro Street 	<ul style="list-style-type: none"> • Removes on-street parking • Requires relocation or replacement of station building from Centennial Plaza • Requires modification of proposed GSAP access • Impacts Caltrain-owned Transit Center property • Diversion of traffic flow on Castro Street

A Expand Public Space	B Castro Street Plaza	C Evelyn Realignment
IMPLEMENTATION		
<ul style="list-style-type: none"> • Lower cost and less-complex infrastructure project • 3 to 4 years to design and construct once funding is available 	<ul style="list-style-type: none"> • Somewhat higher cost than Alternative A and a little more complex • 4 to 5 years to design and construct once funding is available 	<ul style="list-style-type: none"> • Much higher cost and complex infrastructure project than other alternatives, including property acquisition from Caltrain, utility relocations, demolishing or moving building, and constructing new road connection • 5 to 10 years to design, acquire right-of-way, and construct once funding is available

Stakeholder Engagement

Business and public outreach open houses were held on August 12, 2021 and September 7, 2021, respectively. Along with the Castro Pedestrian Mall Feasibility Study, other downtown planning projects (GSAP, Downtown Precise Plan, and Downtown Parking Strategy) were also included at the open houses to provide a comprehensive update.

Business open house notifications were sent out via email to businesses from the City and communications from the Chamber of Commerce and Downtown Business Association. Public open house notifications included an email blast to the project subscription list on *myMV*, mailers to downtown property owners along the 100, 200, and 300 blocks, the City’s social media outlets, flyers at the Library and Community Center, yard signs, and a newspaper ad (*Mountain View Voice*).



The scope of the Castro Pedestrian Mall Feasibility Study did not include the 200 and 300 blocks of Castro Street. However, with the current Castro StrEATs program, businesses and the public have had the opportunity to experience a vehicle-free roadway on these blocks. Building on these experiences, the open house attendees were also asked to provide feedback on whether the pedestrian mall concept should be expanded to include the 200 and/or 300 blocks of Castro Street.

Over 20 business representatives attended the August 12 business open house, and over 35 responses were received through the online business survey. While a majority of the businesses at the open house were from the 100 and 200 blocks, online survey responses included representatives from all three blocks. A total of 13 businesses on the 100 block, 11 on the 200 block, and 11 on the 300 block provided feedback. Below is a summary of key feedback received from the businesses:

- Permanent closure should not only be about the physical redesign of the space but should also focus on the governance, maintenance, and programming aspects.
- Unlike the current temporary closure, permanent closure should consider other programming than just outdoor dining.
- Design guidelines should be developed with options to create unique but consistent aesthetic appearance through the closure area.
- The businesses responding strongly favor Alternatives B or C but also understand that Alternative C has financial implications that the City may not be able to undertake currently. They noted it could be a phased approach.
- Nearly 70% of the business survey respondents support expanding the study to include the 200 and 300 blocks in the pedestrian mall concept.¹

¹ Staff was not able to obtain survey responses from all businesses on the 100, 200, and 300 blocks of Castro Street despite door-to-door in-person visits and email reminders. The business survey results provided were based on a response rate of 60% of businesses on the 100 block, 43% of businesses on the 200 block, and 85% of the businesses on the 300 block.

Over 40 community members, including property owners along Castro, attended the September 7 public open house held at the Civic Center Plaza. Community members indicated their preference for the 100 block alternative concepts by placing stickers on the provided boards. The feedback received showed that the public was very enthusiastic about Concept Alternative C and very concerned about Concept Alternative A. Community members were somewhat enthusiastic about Concept Alternative B and said they preferred Alternative C over B as it eliminates the vehicle-pedestrian conflicts at the Evelyn Avenue crosswalks. Some indicated that Alternative C could be more complex to achieve compared to Alternative B. Nearly all supported extending the pedestrian mall concept to the 200 and 300 blocks.



An online survey (Figures 5 and 6) was available for public and businesses to provide feedback on the concept alternatives developed for the 100 block and consideration of closure of 200 and 300 blocks of Castro Street. Nearly 1,500 responses were received at the time of the report, and below is the key feedback from the online survey:

- Nearly 80% of the respondents identified as residents.
- Pedestrian experience, outdoor dining, and vehicle restriction were identified as the top three success parameters, while vehicle conflicts and cost were identified as major concerns for choosing the concept alternatives.
- A majority of the respondents favor Alternative C followed by Alternative B.
- Nearly 90% do not support returning Castro Street to pre-COVID conditions.
- Over 85% support keeping the 100, 200, and 300 blocks of Castro Street closed to vehicle traffic after January 2022 using the interim measures currently in place until a pedestrian mall/plaza can be designed and constructed.
- Over 87% supported expanding the pedestrian mall concept to include the 200 and 300 blocks.

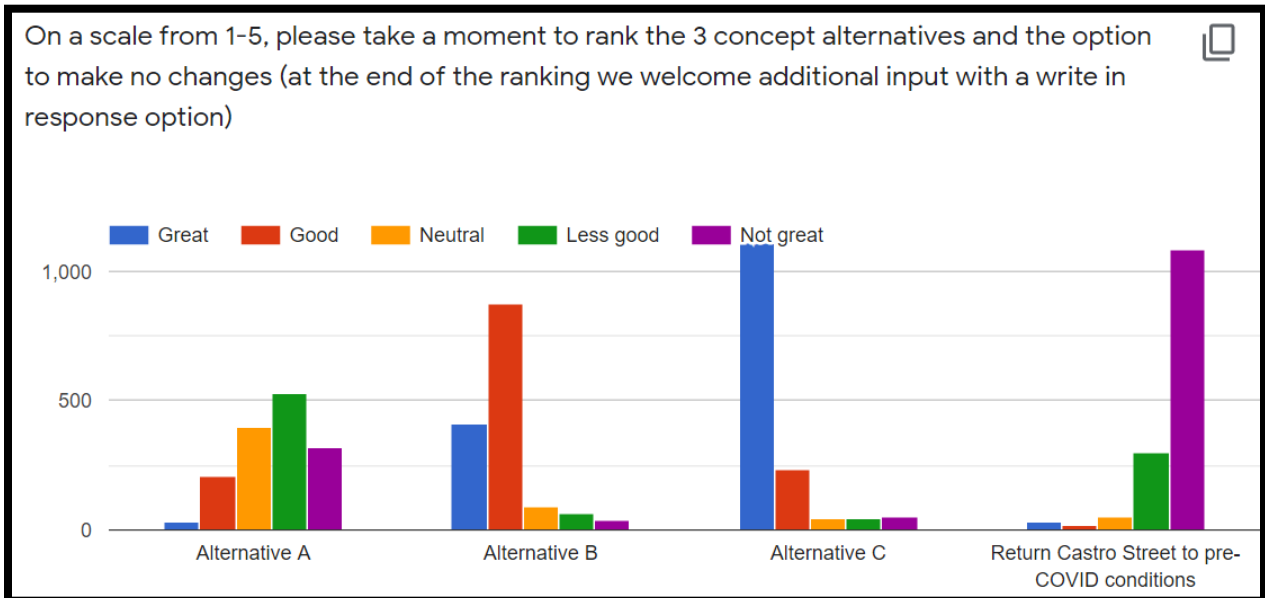


Figure 5: Ranking of Concept Alternatives

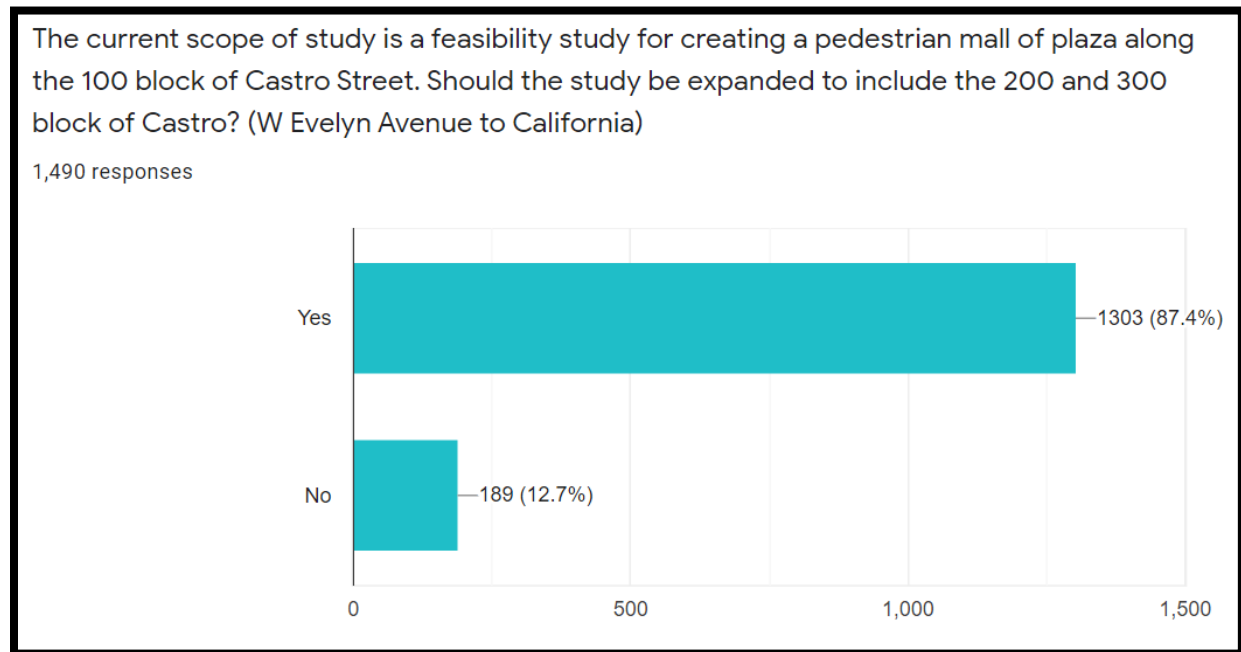


Figure 6: Adding 200 and 300 Blocks to Pedestrian Mall Concept

The concept alternatives were presented to the Bicycle/Pedestrian Advisory Committee (B/PAC) on September 29, 2021. By unanimous vote, the B/PAC provided the following recommendations to Council:

- Move forward expeditiously with Alternative B at a minimum and strongly request that Council consider Alternative C or something similar;
- Extend the pedestrian mall scope to include the 200 and 300 blocks; and
- Consider changes to reduce pedestrian/vehicle conflicts on the segment of Evelyn Avenue near Castro Street.

The Downtown Committee (DTC) received a presentation at their meeting on October 5, 2021. The DTC expressed a preference for Alternative C with a phased approach of implementing Alternative B first. Considerations for the design of Alternative C should consider the future of the train station/Centennial Plaza design, identify impacts to Heritage trees, and preserve the station building by relocating it. The DTC also supported expanding the pedestrian mall concept to encompass the 200 and 300 blocks with a consistent design for all three blocks.

State Requirements for Street Closures

The City's authority to close streets to vehicular traffic is regulated by the State. The current closure of the street is based on California Vehicle Code (CVC) Section 21101(e) that authorizes local authorities to temporarily close a portion of any street for celebrations, parades, local special events, and other purposes by adoption of a resolution when the closing is necessary for the safety and protection of persons who are to use that portion of the street during the temporary closing. Therefore, the current closure is temporary as a result of the State of Emergency due to the COVID-19 pandemic and the need to support the economic recovery of the businesses on Castro Street.

In order to close one or more blocks of Castro Street to vehicular traffic permanently and establish a pedestrian mall, the City will need to comply with the process set forth in the Pedestrian Mall Law of 1960 (Division 13 of the California Streets and Highways Code). This process entails the adoption by Council of a Resolution of Intent to establish a pedestrian mall and set a public hearing a minimum of 90 days after the resolution is adopted by Council.

Various requirements include:

- The Resolution of Intent must identify the improvements proposed to be made to create the pedestrian mall and a process through which property owners and tenants may submit written claims for damages to seek compensation if they believe the establishment of the pedestrian mall will harm their property interests.
- Proposed funding sources to pay for any damages and make improvements will need to be identified.
- At the scheduled public hearing, written protests may be filed, objecting to the establishment of a pedestrian mall. If property owners representing a majority of the frontage abutting the proposed pedestrian mall submit written objections, the City cannot move forward with the pedestrian mall.
- Written claims for damages will also be determined whether to be allowed at the public hearing. Those claims that are not allowed or not withdrawn must be resolved through court action.
- At the conclusion of the public hearing, Council would adopt a resolution determining whether to abandon the proceedings or establish the pedestrian mall.
- To proceed with establishing a pedestrian mall, an ordinance would need to be adopted.
- Prior to the City's adoption of an ordinance, all claims for damages submitted must be resolved.

RECOMMENDATION

100 Block

As noted above, there is strong community and business support for Alternative C but also an awareness that Alternative C would be challenging to implement and more costly. Moreover, it may take up to 10 years to secure the funding and complete all construction.

Alternative B was also well received with a strong showing of support. Alternative B would create a full pedestrian mall on the 100 block but without the challenges related to realigning Castro Street, removing or relocating the station building, and impacting Caltrain property. Alternative B may be feasible to complete in under five years once funding is available.

These two alternatives, however, are not mutually exclusive. Alternative B could be designed and constructed as an initial phase of a pedestrian mall with the additional improvements of Alternative C pursued as a later phase should it prove feasible and desirable.

Staff recommends that Council support moving forward with further developing a pedestrian mall concept for the 100 block of Castro Street based on Alternative B with the planning and design work considering the Alternative C concept as a potential future phase. Alternative C could then be pursued in the future as a stand-alone project or in conjunction with the final elements of the Transit Center Master Plan, which involve working with Caltrain and VTA on a potential joint development project and reconfiguring the bus and shuttle circulation on Caltrain's property at the Transit Center.

Question No. 1: Does Council support the staff recommendation to further develop a pedestrian mall concept for the 100 block of Castro Street based on Alternative B with the planning and design work considering the Alternative C concept as a potential future phase?

200 and 300 Blocks

There is strong community support to keep the 200 and 300 blocks of Castro Street closed to vehicular traffic and extend the pedestrian mall concept to these blocks. While there is business support for this, the City has not heard from all businesses, nor has the City fully engaged all affected property owners. **Staff recommends that the 200 and 300 blocks be added to the pedestrian mall concept.** More outreach and discussions will be held with these businesses and property owners as the City proceeds through the steps involved to establish a pedestrian mall in compliance with the Pedestrian Mall Law of 1960.

Question No. 2: Does Council support the staff recommendation to include the 200 and 300 blocks of Castro Street in the pedestrian mall concept?

Continue Current Closure and Interim Improvements

The current closure of the 100, 200, and 300 blocks of Castro Street for vehicular and bicycle traffic is scheduled to expire no later than January 17, 2022. The need for continued support of the downtown businesses during their economic recovery remains as a result of the COVID-19 pandemic and the ongoing states of emergency. **For this reason, staff recommends that the temporary closure be extended through January 2023.**

In the interim, staff would engage in more extensive outreach with the businesses and property owners along these three blocks of Castro Street as part of the process to establish the pedestrian mall. It may take up to a year to follow all the legal procedures to permanently close the blocks in compliance with the Pedestrian Mall Law of 1960.

Even after the pedestrian mall is established by ordinance, it may take several years to work through design concepts, final design, and construction for converting the street segments into a permanent pedestrian mall. The conceptual design process, in particular, requires significant time and staffing resources to ensure it is handled in a thoughtful manner that includes extensive community and business engagement. The current use of bollards and railings to close the streets to vehicular traffic will continue to be used in the meantime. In addition, the current use of the space on the street and in the flex zones may need to be modified to enhance the pedestrian experience, pedestrian flow, and opportunities for businesses. To address this, staff recommends that low-cost, easy-to-implement interim improvements be identified to support the temporary closure, and the time period during which a permanent pedestrian mall is planned and designed should one be established by ordinance. Examples of interim improvements include:

- Review and potentially improve delivery zones;
- Improve alley access where feasible and enhance way-finding signage;
- Continue to improve on the arrangement and use of barricades and replace temporary signage with more permanent, attractive signage;
- Clarify and improve on the pedestrian space and flow; and
- Identify uses for nonrestaurant space.

Question No. 3: Does Council support the staff recommendation to extend the temporary closure of the three blocks through January 2023 and to develop a plan for low-cost improvements to be made for the interim closure period?

NEXT STEPS

The establishment and development of a pedestrian mall will require a significant commitment of staffing resources and cost. Certain actions will need to be taken in the next year to close the street to vehicular traffic on a permanent basis and establish a pedestrian mall; however, the process for conceptual design with extensive public engagement and visioning, followed by design and construction, would need to be

considered as a Council priority project in the Fiscal Year 2021-22 and Fiscal Year 2022-23 Strategic Roadmap Action Plan.

Should Council support extending the temporary closure and pursuing a conversion of the 100, 200, and/or 300 blocks of Castro Street to a pedestrian mall, the following next steps are recommended:

- By December 2021, a resolution to temporarily extend the closure of the 100, 200, and/or 300 blocks of Castro Street through January 2023 based on CVC Section 21101(e) and the continued need to help facilitate economic recovery during and after the states of emergency will be brought to Council for adoption.
- Over the next six months, staff will intensify efforts to engage the businesses and property owners along the three blocks of Castro Street in a discussion about the establishment of a pedestrian mall, including the process and timelines. Staff will also seek further input on interim improvements the City could consider until the design and reconstruction of the street into a permanent pedestrian mall can be completed.
- By spring 2022, a Resolution of Intent to establish a pedestrian mall will be brought to Council for adoption, to be followed by a public hearing a minimum of 90 days later and a resolution to either establish a pedestrian mall or abandon the proceeding. If establishment of a pedestrian mall proceeds, the public hearing would be followed by adopting a pedestrian mall ordinance once all requirements of the Pedestrian Mall Law of 1960 are satisfied.
- By spring 2022, staff will develop recommendations for interim improvements to support the temporary closure and the time period needed to design and implement a permanent pedestrian mall should a pedestrian mall ordinance be adopted. A project for these interim improvements will be recommended for the Fiscal Year 2022-23 CIP to be approved by Council in June 2022.

The timing for development of the conceptual plans as well as final design and construction will be determined through Council's Strategic Priorities process and the Five-Year CIP for commitment of staffing resources and funding.

Should Council not support further extending the temporary closure of one or more blocks of Castro Street and/or not support proceeding with a process to convert one or more blocks of Castro Street into a pedestrian mall, staff will modify the above next steps as appropriate.

PUBLIC NOTICING

Agenda posting and email distribution to the Downtown Committee, Bicycle/Pedestrian Advisory Committee, Downtown Business Association, Mountain View Chamber of Commerce, and Old Mountain View Neighborhood Association. A notice was also listed on Express MV (*Mountain View Voice*), on NextDoor.com, and the City's website.

AB-JL-DSC-AS/EP/6/CAM

903-10-12-21SS

201233

Attachments: 1. Castro Pedestrian Mall Feasibility Study Draft Report
2. Castro Pedestrian Mall Feasibility Study – Traffic Analysis

cc: ACM/CDD, CSD, EVM, BDS – Chew, TM