

**From:** [REDACTED]  
**To:** [City Council](#)  
**Subject:** 10-12/21 meeting, Agenda item 3 (Castro Street pedestrian mall)  
**Date:** Tuesday, October 12, 2021 3:39:37 PM

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To: Mountain View City Council

From: Joel Dean, [REDACTED] MV

The Gehl report says "Castro Street is the 'Heartbeat of the City'", and (parroted by the staff report) "The mature tree canopy offers a fantastic micro-climate." Since the tree canopy along Shoreline Boulevard and Middlefield Road is regarded with total indifference, I shudder to think what bodily function Gehl and the staff would assign to my neighborhood.

What else does it say?

"Public space is a verb." No, it's a noun and an adjective. If you need a word that's both a noun and a verb, try "flimflam". Don't say "G\*\*\*\*\*" -- G\*\*\*\*\* might get upset.

"This is a neighborhood of intimately scaled buildings that displays a patina earned only through decades of organic growth." Toxic mold!?

"The Transit Center hosts Caltrain Rail, VTA bus and light rail, MVGo shuttle, Mountain View [Community?] Shuttle, and a number of private mobility services to serve large employers to the north of downtown." (They didn't say it!) Actually, Caltrain served about 3% of North Bayshore commuters in the spring of 2019, VTA buses to G\*\*\*\*\*ville carried less than one passenger per trip, and all those services are non-competitive ways to get from the San Jose corridor to those "large employers."

If there is ever a contest for the title of "Heartbeat of the City," I nominate the public library.

Enough of this nonsense. As a carless and bikeless pedestrian, I favor (1) turning Castro into a pedestrian mall eventually, with bicycling prohibited; (2) keeping the California and Villa Street intersections open to east-west through traffic; (3) bringing back Book Buyers; (4) not closing Castro Street at Central Expressway permanently till the Rengstorff rebuild is complete; (5) forgoing both the Evelyn ramp to Shoreline and the underground Moffett-Castro connection, both of which affect pedestrians adversely.

Thank you for your attention.

**From:** [Paul Blumenstein](#)  
**To:** [City Council](#)  
**Subject:** Castro Pedestrian Mall Feasibility Study (Agenda Item 3.1)  
**Date:** Tuesday, October 12, 2021 4:04:38 PM

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To the City Council:

I am writing in support of the proposal to close the 100 block of Castro Street to car traffic. I also strongly support the closure of the 200 and 300 blocks. Mountain View's downtown area is the envy of the Bay Area, and Castro Street is its centerpiece. I often joke that when we moved from Los Altos to downtown Mountain View 10 years ago, it actually narrowed our restaurant choices because we are rarely inclined to dine anywhere but Castro Street. I am only half-joking.

During the warm-weather months we enjoy the sidewalk dining experience. That experience, however, is marred by the prevalence of cars with loud sound systems or loud exhaust, which seem to pass by about every five minutes on average. In addition, on busy evenings there is not enough room on the sidewalk to handle the pedestrian traffic. These problems went away when the street was closed to traffic during the pandemic. We have stumbled across a good thing, and we should preserve it.

I began pushing for the closure of Castro to car traffic three years ago as a member of the Environmental Sustainability Task Force. A big unknown, however, was how such closure would affect traffic and parking in the downtown area. I had a strong hunch that these would not be significant issues because the streets parallel to Castro are already better suited to through traffic, and because there is already so little parking available on Castro that nobody who knows the neighborhood would ever look for a spot on Castro; open spots do appear, but finding one is like finding a \$20 bill on the sidewalk. So far as I can tell, my hunch has been borne out by the current experiment with street closure.

Based on my admittedly unscientific observation, the closure of Castro Street has been a boon to the local restaurant businesses and a hit with downtown visitors. I have heard that the retail owners are not as enthusiastic as the restaurant owners, but I would be interested in what the data shows; I would think that retail businesses would benefit from the increase in foot traffic more than they are hurt by the loss of car traffic.

Based on the foregoing considerations, I strongly urge the Council to approve the permanent closure of the 100 block to car traffic and, if possible, the 200 and 300 blocks as well.

Sincerely,  
Paul Blumenstein

**From:** [IdaRose Sylvester](#)  
**To:** [City Council](#)  
**Subject:** Concerns about historical preservation re item 3.1 Castro Pedestrian Street Feasibility Study  
**Date:** Tuesday, October 12, 2021 4:10:03 PM

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Dear Mayor Kamei and city councilmembers,

I support the closure of the entirety of the 100-300 blocks of Castro, but am concerned about Option C. In this option, it seems likely that the Depot building would be razed or moved. While Option C has a long timeframe for completion, it is important to plan for historic preservation now.

While the building itself is newer, it is replica of the original depot. The train station on Castro was extremely important to our town's early growth. The station was also the point from which our Japanese American community was deported to internment camps. So much of our city's history is tied in to this place, and the Depot is an integral part of it.

We need to preserve, and expand our awareness of, the history of our downtown. This project is an excellent opportunity to do so. But if we do not prioritize the preservation of the Depot building now, I'm afraid its preservation will be in jeopardy in the future.

IdaRose Sylvester  
Mountain View Historical Association Board Member

**From:** [John Scarboro](#)  
**To:** [City Council](#)  
**Subject:** Support Closing Castro to Vehicular Traffic  
**Date:** Tuesday, October 12, 2021 4:28:01 PM

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Hello Mayor Kamei and City Council Members,

I strongly support keeping Castro Street a lively car-free zone. It is so great to go there now- even better than before the pandemic.

Choices B or C would be fine with me.

Thanks for your work improving life in Mountain View!

John Scarboro