



**TOWN OF LOS GATOS
PLANNING COMMISSION
REPORT**

MEETING DATE: 03/31/2026

ITEM NO: 1

ADDENDUM

DATE: March 30, 2026
TO: Planning Commission
FROM: Joel Paulson, Community Development Director
SUBJECT: Consider a Request for Approval to Modify an Existing Conditional Use Permit for Expanded Hours of Operation in an Institution for Religious Observance (West Valley Muslim Association) on Property Zoned R-1:8. **Located at 16769 Farley Road.** APN 424-21-062. Categorically Exempt Pursuant to CEQA Guidelines Section 15301: Existing Facilities. Property Owner: West Valley Muslim Association, Osmar Ghafoor, President. Applicant: Razi Mohiuddin. Project Planner: Jocelyn Shoopman.

REMARKS:

Exhibit 18 includes additional public comment received between 3:01 p.m., Friday, March 27, 2026, and 3:00 p.m., Monday, March 30, 2026.

EXHIBITS:

Previously Received with the March 25, 2026, Staff Report:

1. Location Map
2. Draft Resolution Making the Required Findings and Approving the Application Subject to the Conditionals of Approval (Included as Attachment A)
3. Conditional Use Permit U-89-11
4. Conditional Use Permit U-20-001; March 11, 2020, Planning Commission Staff Report; and March 11, 2020, Planning Commission Minutes
5. Letter of Justification
6. Neighborhood Outreach
7. Noise Analysis
8. Site Map
9. Applicant's Response to Public Comments Regarding Noise
10. Additional Information from the Applicant
11. Public Comments Received by 11:00 a.m., Friday, March 20, 2026, with Attachment A, Videos Provided as Part of Public Comments

PREPARED BY: Jocelyn Shoopman
Senior Planner

Reviewed by: Planning Manager, Community Development Director, and Town Attorney

PAGE 2 OF 2

SUBJECT: 16769 Farley Road/U-24-010

DATE: March 30, 2026

Previously Received with the March 23, 2026, Addendum Report:

12. Public Comments Received Between 3:01 p.m., Friday, March 20, 2026, and 3:00 p.m., Monday, March 23, 2026

Previously Received with the March 24, 2026, Addendum Report 2:

13. Public Comments Received Between 3:01 p.m., Monday, March 23, 2026, and 3:00 p.m., Tuesday, March 24, 2026

Previously Received with the March 25, 2026, Desk Item Report:

14. Supplemental Information from the Applicant

15. Letter from the Applicant's Legal Counsel

16. Public Comments Received Between 3:01 p.m., Tuesday, March 24, 2026, and 11:00 a.m., Wednesday, March 25, 2026

Previously Received with the March 27, 2026, Staff Report:

17. Public Comments Received Between 11:01 a.m., Wednesday, March 25, 2026, and 3:00 p.m., Friday, March 27, 2026

Received with this Addendum Report:

18. Public Comments Received Between 3:01 p.m., Friday, March 27, 2026, and 3:00 p.m., Monday, March 30, 2026

From: [REDACTED] <[REDACTED]>

Sent: Monday, March 30, 2026 12:46 PM

To: Jocelyn Shoopman <jshoopman@losgatosca.gov>; Planning <Planning@losgatosca.gov>

Subject:

To: Los Garos Planning Commission

From: Roger & Ann Bundlie

My wife & I purchased our house at [REDACTED] in 1990-36 yrs. We both worked at Ming Quong Children's center for abused and neglected children. My wife worked 40 years and I for 33 years until retirement. My wife is 69 years of age and I'm 76 years old.

Our driveway is diagonal from WVMA exit driveway. This results in a constant light show in our frontroom/TV area. We need to backlight the room so it isn't so intrusive. Our bedroom is right off the frontroom, resulting in the light show while trying to sleep. I suffer from chronic back pain, sleep disruptions, diabetes and mobility impairment.

During Ramadan 2024 & 2025, I could not sleep due to constant headlights shining into our bedroom, car engine noise and cars three point turns lighting up the house. This has affected the tranquility of our home.

Facility overflow parking results in partially blocked driveways & blocked mailbox. There are times when we can't even open the mailbox door due to a car parked too close. At other times the postal worker just drives without delivery. I catch the worker as they come down the other side to receive my mail.

These concerns are in addition to the ones highlighted by our neighborhood. During our 36 years on Farley we have had to deal with the incident highlighted.

We respectfully ask the Commission to deny this current CUP modification request.

Respectfully,
Roger & Ann Bundlie

[Sent from AOL on Android](#)

From: Kim Ratcliff <[REDACTED]>
Sent: Monday, March 30, 2026 12:32 PM
To: Allen Meyer <AMeyer@losgatosca.gov>
Cc: Jocelyn Shoopman <jshoopman@losgatosca.gov>; Alexa Nolder <ANolder@losgatosca.gov>; jimratcliff <[REDACTED]>; Sblend Sblendorio <[REDACTED]>
Subject: Re: West Valley Muslim Association Violations 3/15/26 and 3/18/26

Dear Allen,

We have posted these videos to the [Farley Neighborhood Youtube channel](#):

Here is the [link](#) to the 3/15/26 Ramadan 11 pm Curfew Violation.

Here is the [link](#) to the IMG-7112 2.mov which shows vehicles exiting WVMA on 3/18/26 at 6:40 am before Town's allowed 8 am operating hours/noise curfew. The vehicles came in at approx 6:20 am. The video is titled Early Arrival "Violation."

Here is a [video](#) showing Late Departure Ramadan Violation: Over-Capacity Parking Lot After 11 PM (Backyard View) on .

Additionally [@Allen Meyer](#), we never received a response from you about the early morning curfew violation (25 vehicles entering WVMA at 6:14 am) that woke us up and that we emailed you about on 3/27/26 and also reported to LG-MS PD. I didn't supply you with video because LGPD came out shortly after we called and drove through the facility shortly after we called.

Copying [@jshoopman@LosGatosCA.gov](#) @Jocelyn, please include these videos to an Addendum Report for tomorrow's Planning Commission.

Thanks,

Kim and Jim Ratcliff

From: [REDACTED] <[REDACTED]>
Sent: Monday, March 30, 2026 12:15 PM
To: Jocelyn Shoopman <jshoopman@losgatosca.gov>; Planning <Planning@losgatosca.gov>
Cc: farleylosgatos@gmail.com <[REDACTED]>
Subject: Public Comment opposing CUP-24-010

Members of the Los Gatos Planning Commission,

At the March 25, 2026, planning commission meeting, the WVMA site was compared to other local institutions in R-1 zoned areas multiple times. Following the meeting, I conducted a short study (attached) reviewing the neighborhood impact of five local institutions in R-1 zones on their surrounding neighborhoods, including:

Calvary Church on Los Gatos Blvd
Faith Lutheran Church on Ferris Ave
First Baptist Church on Daves Ave
Venture Christian Church on Hicks Rd
WVMA on Farley Rd

I respectfully request that the commission review the attached and consider the findings when evaluating WVMA's request to increase its operating hours.

Thank you, Christine

Christine Kerst
[REDACTED]

Date: March 30, 2026

To: Town of Los Gatos Planning Commission

From: Christine Kerst, member of Farley Road Neighborhood Coalition

Subject: Analysis of Institutional Intensity vs. Residential Infrastructure (Farley Road Corridor)

To the Honorable Members of the Commission,

I am submitting the attached comparative analysis of the operational scale of religious institutions within R-1 (Single-Family Residential) zones in Los Gatos and Monte Sereno. I respectfully request that the Commission consider these findings when evaluating any modifications to the Conditional Use Permit or operational hours for the WVMA site.

The purpose of this analysis is to assess whether the current and proposed intensity of use at 16769 Farley Road is consistent with the surrounding neighborhood character and existing infrastructure. The findings indicate that the scale of activity has reached a level that is not well aligned with those conditions.

This analysis was conducted following the March 25, 2026 Planning Commission meeting, during which the Farley Road site was compared to other institutions located in R-1 zones. All data used in this report is drawn from publicly available sources.

The report includes an “Impact Score” to evaluate the six sites analyzed. This score is intended to measure how the intensity of use at each location relates to the capacity of its surrounding environment. In this context, a lower score reflects a greater imbalance between use and infrastructure. The Farley Road site received a score of 2 out of 10, the lowest among the sites reviewed.

While the Town’s General Plan allows quasi-public assembly uses in residential zones through Conditional Use Permits, such uses rely on the assumption that surrounding infrastructure can safely accommodate associated traffic, lighting, and noise. As reflected in the data, Farley Road remains a semi-rural residential street. Unlike other institutions located on fully improved collector streets—such as Los Gatos Boulevard or Daves Avenue—Farley Road lacks key safety features, including sidewalks, centerline striping, and adequate street lighting, which are typically necessary to support higher-intensity and evening uses.

Farley Road Institutional Impact Study

An Analysis of Infrastructure vs. Intensity

Prepared for: Town of Los Gatos Planning Commission
Date: March 30, 2026

Table of Contents

Infrastructure Compatibility Scoring Rubric.....	4
Institutional Infrastructure and Parking Analysis.....	5
Summary of Findings: Institutional Impact Analysis.....	6
1. Infrastructure Deficit (The "Sidewalk Gap")	
2. Visual & Lighting Discordance	
3. Roadway Geometry and Striping	
4. Parking-to-Capacity Ratio	
Key Observations and Safety Analysis.....	7
Impact Scoring Methodology.....	8
Farley Road Score Analysis.....	9

Infrastructure Compatibility Scoring Rubric

Infrastructure Compatibility Scoring Rubric

This rubric assesses the suitability of a residential street to support high-intensity (1,000+ person) assembly.

Category	High Score (8-10)	Medium Score (4-7)	Low Score (1-3)
Pedestrian Safety	Continuous sidewalks on both sides; ADA-compliant curbs/gutters.	Intermittent sidewalks; some pedestrian separation from traffic.	No sidewalks; pedestrians must walk in the active roadway.
Roadway Geometry	40ft+ width; clear double-yellow striping; dedicated turn lanes.	34-38ft width; some striping; standard residential collector.	~30ft width; no center-line striping; "rural" lane profile.
Emergency Access	Clear 20ft+ travel way even with on-street parking.	Standard access; limited bottlenecks during peak.	Shoulder parking narrows road below Fire Code "clear" minimums.
Environmental Mitigation	High ambient street lighting; commercial/buffer zones for homes.	Standard residential lighting; moderate setback from homes.	Low-light "rural" profile; headlights sweep directly into home windows.

Rubric Application: Farley Road (WVMA)

Pedestrian Safety: 1/10 (No sidewalks).

Roadway Geometry: 2/10 (30ft width with no striping is insufficient for 180-car surges).

Emergency Access: 3/10 (Peak-hour congestion on narrow lanes risks Fire/EMS delays).

Environmental Mitigation: 2/10 (Low-light area makes vehicle headlights significantly more intrusive).

Final Weighted Average: 2/10

Institutional Infrastructure and Parking Analysis

Institution	Impact Score	Fronting Street	Max Capacity	Parking Spots	Parking Capacity Utilization	Sidewalks	Street Lighting	Striping	Street Width
WVMA	2 / 10	Farley Rd	1,217	180	169%	0%	Limited	None	~30 ft
Calvary Church	10 / 10	LG Blvd	1,680	467	90%	100%	High	Arterial	~80 ft
First Baptist	7 / 10	Daves Ave	250	65	96%	50%	Standard	Dbl Yellow	~40 ft
UU Fellowship	5 / 10	Old Blossom Hill	100	21	119%	20%	Standard	None	~30 ft
Faith Lutheran	9 / 10	Ferris Ave	200	55	91%	100%	Full	None	~34 ft
Venture Christian	4 / 10	Hicks Rd	2,500	600*	104%	0%	Limited	Dbl Yellow	~36 ft

* Venture Christian reports "over 600 parking spots." Calculation assumes 600 spots.

Column F: Formula for Parking Capacity Utilization (%) = (Total number of members/4 People Per Vehicle/Total Parking Spaces) x 100.

Assumes 4 passengers per vehicle.

Column G: Percentage of street that have sidewalks.

Summary of Findings: Institutional Impact Analysis

1. Infrastructure Deficit (The "Sidewalk Gap")

A comparison of local worship centers reveals a significant disparity in pedestrian safety.

- **The Standard:** Institutions like **Faith Lutheran (Ferris Ave)** operate on streets with full urban improvements: curbs, gutters, and sidewalks on both sides.
- **The Farley Gap:** Farley Road features **0% sidewalk connectivity**. This forces parishioners and residents alike into the paved roadway. In a residential R-1 zone, the introduction of hundreds of vehicles into a "shared-use" roadway (cars and pedestrians in the same space) creates an inherent safety conflict not found at other local sites.

2. Visual & Lighting Discordance

- **Night-Time Sensitivity:** Because Farley Road is a low-density residential pocket with limited street lighting, it has a very low "ambient light floor."
- **Impact:** Vehicle headlights and site-access lighting from 100+ vehicles during evening or pre-dawn prayer cycles (specifically during Ramadan) create a "pulsing" light pollution effect. This is significantly more intrusive on an unimproved lane than it is on an arterial like **Los Gatos Blvd** or an improved collector like **Daves Ave**, where existing streetlights and traffic signals already set a higher ambient light level.

3. Roadway Geometry and Striping

- **Lack of Definition:** Most institutional sites in the 95032 area are fronted by roads with a Double-Yellow Center Line, which dictates traffic flow and speed.
- **Farley Road Constraints:** At approximately 30 feet wide and lacking a center line, Farley Road functions as a "minor residential" street. When peak-hour traffic occurs, the lack of striping leads to "road creep," where vehicles utilize the entire width of the pavement, endangering parked cars and residents.

4. Parking-to-Capacity Ratio

- **Operational Density:** The West Valley Muslim Association has a low parking-to-capacity ratio (180 spots for 1,217 people). This requires excessive street parking overflow, increasing on-site intensity.
- **The Paradox:** Concentrating a large volume of vehicles onto a street that lacks the "geometry" (width and striping) of a collector street creates a bottleneck effect that is inconsistent with the R-1 zoning intent.

Conclusion

The data suggests that the WVMA site on Farley Road is operating at an **Arterial Intensity** on **Rural-Residential Infrastructure**.

Key Observations: Infrastructure and Safety Analysis

1. The "Sidewalk Gap" and Pedestrian Risk

The data reveals a critical safety disparity. While institutions like **Faith Lutheran (Ferris Ave)** operate on streets with 100% sidewalk coverage, **Farley Road has 0% sidewalk connectivity**. This requires all foot traffic—including parishioners and neighborhood children using the "Safe Route to School" for Fisher Middle School—to share the active roadway with vehicle surge traffic.

2. Incompatibility of Roadway Geometry

Most high-capacity institutions in the 95032 area are fronted by roads with a double-yellow center line and widths of 36–80 feet. Farley Road is a narrow (~30 ft) residential lane with no striping. This geometry is insufficient to handle the "surge flow" of 180 vehicles exiting a single lot simultaneously, creating a bottleneck that can impede emergency vehicle access (Fire/EMS). This *does not account for overflow parking on neighborhood streets*, which further constrains roadway capacity.

3. Environmental Nuisance and Ambient Light Floor

Farley Road is a low-density residential pocket with a "rural" light profile. Unlike institutions on commercial-adjacent lots like **Calvary Church**, the Farley Road site lacks high-intensity street lighting to buffer the impact of vehicle headlights. During late-night or pre-dawn services, headlights "sweep" directly into the windows of the **12 directly fronting homes to create a significant visual nuisance**.

4. Operational Density vs. Neighborhood Character

The **Impact Score of 2/10** for 16769 Farley Rd reflects a "concentrated intensity" paradox. The ability to park 180 cars on-site actually increases the impact on the neighborhood, as it funnels a massive volume of traffic onto an unimproved, narrow residential road in a very short window of time. Again, this does not take into account the overflow parking on neighborhood streets.

Institutional Infrastructure and Parking Analysis: Impact Scoring Methodology

The **Impact Score** (also referred to as a **Safety or Infrastructure Compatibility Score**) is a weighted metric designed to quantify how well a street's physical infrastructure supports the intensity of the institution sitting on it.

In this model, the score is calculated on a scale of **1 to 10**, where **10** represents a "Perfect Match" (infrastructure fully supports the use) and **1** represents a "Severe Mismatch" (high-intensity use on a low-capacity street).

How the Score is Calculated

The score is derived from three primary categories, each weighted by its importance to neighborhood safety and character:

1. Pedestrian Safety (33.3% of Score)

This is a critical factor.

- **High Score (9–10):** Continuous sidewalks on both sides of the street, protected curbs, and gutters (e.g., **Faith Lutheran**).
- **Low Score (1–3):** Zero sidewalks, requiring pedestrians and surge traffic to share the same narrow pavement (e.g., **WVMA/Farley Rd**).

2. Roadway Geometry & Flow (50% of Score)

This measures the street's ability to handle "surge" traffic (cars arriving/leaving all at once).

- **High Score:** Wide lanes (40ft+), clear double-yellow striping, and dedicated turn lanes or bike lanes (e.g., **First Baptist/Daves Ave**).
- **Low Score:** Narrow lanes (~30ft), no center-line striping, and informal shoulder parking that restricts emergency vehicle access (e.g., **Farley Rd**).

3. Environmental Mitigation (16.7% of Score)

This assesses the "nuisance" factors like light and noise.

- **High Score:** Modern street lighting that creates a high "ambient floor," and commercial buffers that protect residential windows from headlight sweeps (e.g., **Calvary Church**).
- **Low Score:** "Rural" light profiles where every car headlight is a significant intrusion into neighboring homes due to the lack of existing streetlights.

Score Analysis: Why the Farley Road Score is a "2"

While the **WVMA** has a modern parking lot, the "Impact Score" looks at the Street Interface. Because Farley Road has no sidewalks, no striping, and high residential headlight intrusion, it receives a low score. This score **does not take into account** overflow parking on neighborhood streets needed to accommodate WVMA's 1,217 members.

The WVMA building is high-intensity, but the road it sits on is low-intensity. This is an infrastructure mismatch.

All information in this report was obtained via publicly reported information available on the internet. The findings included here assume the information provided via these records and reports is accurate and factual.

From: Michael Page <[REDACTED]>
Sent: Monday, March 30, 2026 11:39 AM
To: Planning <Planning@losgatosca.gov>
Cc: [REDACTED]
Subject: Public Comment Opposing CUP U-24-010

Los Gatos Town Planning Commission

With regards to the proposed CUP amendment submitted by WVMA for [16769 Farley Rd, Los Gatos](#) I would like to voice a number of concerns.

From what I heard at last week's hearing it appears that the Town has inherited a poor decision that was made over 30 years ago. An operation of that scale should never have been approved in such a small and compact residential environment with such restricted access from a minor residential road with no sidewalks and limited lighting. We now have a situation where a very successful and rapidly expanding religious community are putting a strain on our local infrastructure, impacting neighborhood safety and serenity for our locals. It also appears that the original purchase of that land with the known CUP restrictions was either ill-advised or a calculated gamble on behalf of the WVMA leadership. That land and permitted usage is obviously not a good fit for their needs and will become an even bigger issues as they continue to expand their community.

Of course there are things we can do to mitigate some of the safety issues such as:

- Installing speedbumps in the local neighborhood
- Introduce permit parking in vicinity
- Limit WVMA attendees to WVMA Parking only
- Shuttle Bus from Calvary Church (although noise of the buses would be a concern)

Even if we implemented the above risk mitigations, we still do not address the serenity issues with regards to noise and lighting for our local neighbors. It is bad enough now, and if the proposed CUP amendment is granted, I fear we will lose some of our close friends and neighbors we have enjoyed getting to know over the past 26 years.

Sincerely,

Mike and Barbara Page

[REDACTED]

From: Gaitie Z <[REDACTED]>
Sent: Monday, March 30, 2026 11:02 AM
To: Jocelyn Shoopman <jshoopman@losgatosca.gov>
Subject: Re: WVMA 16769 Farley Road

Hello,

I was disheartened to hear my neighbors testimony at the last CUP extension hearing for WVMA. I live on Flintridge Drive, which connects to the end of Farley.

Hearing them describe the streets as tiny and the neighborhood as small gave me pause. I guess it's a matter of perspective. I grew up in Mountain View and navigated their narrow downtown roads regularly. Those are what I would describe as tiny, or the roads that lead you up to the mountains, not the roads in my neighborhood. I think by the average person's standards neither the roads nor the neighborhood which stretches from Lark to Blossom Hill would be considered as such either.

A concern was noted regarding traffic and being able to get assistance if needed. When there's a line of cars to enter the mosque during Ramadan, an emergency vehicle could easily drive past, because as I mentioned before, the road is not small by any stretch of the imagination.

I myself regularly pushed my son's wheelchair from my home to the mosque without ever having any fear of being hit last Ramadan because of how wide the roads are. This year however, we drove, to avoid all the cameras. It felt absurd, we should be able to come and go freely without the fear of being filmed and having our faces plastered on YouTube. The added media frenzy this year had us drive or walk past bright lights while being filmed against our will. My older son regularly walks to the mosque and was filmed by both media and the neighbor's phone cameras. I had to skip a few nights during Ramadan because I didn't want my face plastered on TV in Trumps America, and especially not my youngest's who has special needs.

One neighbor mentioned fearing for her kids safety as they biked through Mosque traffic in the mornings. Schools in Los Gatos don't start before 8:30am, and the Mosque's early morning "traffic" is cleared out by 7am. After Friday prayers we're directed to exit from LG Blvd, not the neighborhood.

Kim, the neighbor [REDACTED] to the mosque complained of the hum of Teslas and the folding of strollers which I find remarkable that she was even able to hear that through her home's walls. The car that she claimed blocked her driveway on one instance for a few minutes did not belong to the congregation, I believe it was the news anchors vehicle. Her husband Jim ended his public comment with "stop the Islamification..." I couldn't hear the end, I imagine it ended with "stop the Islamification" of our town or neighborhood. This showcased his true feelings about having a mosque as a neighbor and mirrors what I've felt living here the past 4 years now. The constant stares let you know how people feel having you in the neighborhood. WVMA is the one place I can go and not have to worry about that. They embraced my special

needs son and the rest of my family with warmth and acceptance. When he vocalizes his excitement loudly (he's non verbal) or gets a little overstimulated I don't have to fear we'll be kicked out or have to run home and isolate ourselves as we normally do, he's a part of the community and is welcomed as he is. It's a special community unlike any other we've ever been a part of.

When a community gathers part of what connects us and draws us is being together. Being able to check in on one another, hug, ask about one's kids and families and everyone's health. It gives you that boost of serotonin needed to get through the rest of your day/week. Instead of being able to primarily focus on our prayer and that connection, we're reminded over and over to not make a peep while exiting on between services. Reminders are given to not park on the street, to follow the traffic enforcers lead, to not speak to one another once outside the building. To get in our cars quickly and exit so as not to disturb the neighbors. I was asked midway through Ramadan to no longer drive from my home to the mosque (down Flintridge and left onto Farley), they wanted me to drive down Chirco, turn right on LG Blvd, then right onto Farley so as not to disturb the neighbors. I thought it a bit much but acquiesced to their request and took the longer route for the rest of the month. My point being, I'm not sure what more can be done on the mosque's part to ensure the congregation is respecting the neighborhood.

The morning prayers are open for those who need that boost before work. It's a required part of our faith to pray at a specific time. It's not something that can be negotiated or done at a later time. The supposed video proof of the 6 or so cars that exited, shows them doing so quietly and respectfully. There was no honking, no car alarms heard, no chattering. Nothing that would cause a person to wake from their slumber. It's not constant traffic through the day and night. It's before and after service and as another person testifying at the hearing noted, it takes about 15 minutes for everyone to exit and be gone even when it's very well attended, which the morning prayers are not. I would love to be able to continue to frequent our neighborhood mosque with my family and community and am hoping the CUP extension is granted.

Thank you so much for your time, for listening to our community's concerns and needs and for taking that into consideration when you make your decision.

Best

Gaitie Zaheer

From: Farley Road Neighborhood Coalition <[REDACTED]>

Sent: Monday, March 30, 2026 10:09 AM

To: Jocelyn Shoopman <jshoopman@losgatosca.gov>; Alexa Nolder <ANolder@losgatosca.gov>; Planning <Planning@losgatosca.gov>

Subject: Opposition to CUP 16769: Concerns Regarding Procedural Due Process and Undue Influence

Dear Planning Commission Members,

I am writing on behalf of the Farley Road Neighborhood Coalition to express our opposition to the proposed modification of [Conditional Use Permit \(CUP\) 16769](#). We deeply appreciate the Commission's commitment to an open and transparent public process. However, the recent introduction of external perspectives from Congressman Sam Liccardo—who is neither a resident nor a direct stakeholder—presents a risk to the independent, quasi-judicial nature of these proceedings. We trust the Commission to maintain its focus on the required findings of fact and its duty to protect the public health, safety, and general welfare of the Los Gatos residents directly impacted by this proposal.

1. Preserving Independent Decision-Making

As the Commission acts in a quasi-judicial capacity, it is essential that all determinations remain based solely on established local zoning criteria and evidence specific to our immediate neighborhood. External interventions, regardless of their source, should not outweigh the factual testimony of the families directly impacted by this application. We look to the Commission to uphold a fair process that prioritizes local planning standards over outside political influence.

2. Misapplication of RLUIPA Standards

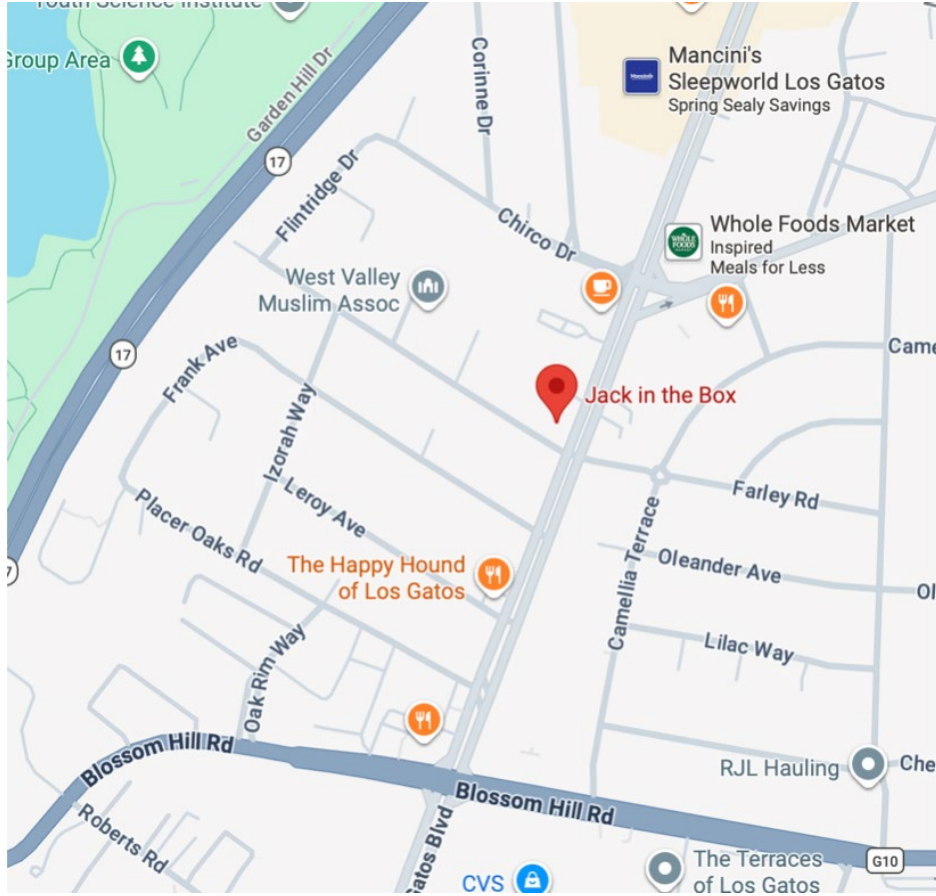
The Congressman's invocation of RLUIPA suggests that the Town must grant these expanded hours to avoid federal litigation. However, RLUIPA does not grant religious institutions immunity from neutral, generally applicable zoning laws designed to protect public safety and neighborhood tranquility. The Commission's primary duty is to mitigate third-party harms—including noise, traffic, and light pollution—which are valid "compelling interests" that justify reasonable restrictions on hours of operation, regardless of the applicant's religious status.

3. Maintaining Land Use Compatibility

The Congressman's letter compares the WVMA site to a Jack in the Box located on Los Gatos Boulevard. As shown in the attached map, this is a false equivalence in both geography and infrastructure:

- **Spatial and Zoning Contrast:** The **Jack in the Box** is situated on a high-traffic, multi-lane commercial thoroughfare (Los Gatos Blvd) specifically zoned for 24-hour retail and transit. In contrast, **16769 Farley Road** is nestled deep within a quiet, R-1 residential zone characterized by narrow streets, (lack of sidewalks, and minimal street lights,) and single-family homes.

- **Infrastructure Limits:** Unlike a commercial corridor designed for constant transit, Farley Road is a residential street not engineered for the high-volume, late-night "peak" traffic generated by pre-dawn and midnight gatherings.
- **Residential Impact:** A fast-food restaurant on a major boulevard does not impact the privacy, safety, and sleep of immediate neighbors in the same way as intensive, around-the-clock activity in the heart of a residential block.



We thank the Commission for its dedication to maintaining an independent process that values the character of Los Gatos neighborhoods. We trust that your evaluation will continue to be guided by the specific merits of our local laws and the tangible impacts on the residents who call this area home.

Sincerely,
Farley Road Neighborhood Coalition

[Redacted Signature]

From: Farley Road Neighborhood Coalition <[REDACTED]>
Sent: Monday, March 30, 2026 10:07 AM
To: Jocelyn Shoopman <jshoopman@losgatosca.gov>; Alexa Nolder <ANolder@losgatosca.gov>; Planning <Planning@losgatosca.gov>
Subject: Correcting the Record and Addressing Safety Violations CUP 16769

Dear Planning Commission Members,

On behalf of the Farley Road Neighborhood Coalition, we are submitting this formal response to the March 25th hearing. During the hearing, our neighborhood was significantly out-represented by the applicant's organized presence. Consequently, we did not have the opportunity to address the many inaccuracies presented during public comment. While the hearing often veered into discussions of religious rights and bias—topics outside the scope of local land-use findings—we urge the Commission to refocus on the documented facts regarding safety, traffic, and transparency.

1. Misleading Use of Neighbor Testimony

At the 28:57 mark of the public hearing [video](#), the applicant presented a specific quote from a neighbor to suggest local support. However, a review of the full record reveals that the applicant strategically "cherry-picked" this quote while omitting a series of contradictory actions and factual errors:

What Our Neighbors Say

“

Based on my direct observations, individuals attending services conduct themselves in a respectful and orderly manner. They arrive and depart quietly, do not loiter, do not play loud music, and have not littered or caused any property damage.

In summary, based on my experience and that of my household, the use of this property as a place of worship has been respectful, orderly, and consistent with the zoning of the area. Any impacts are brief, predictable, and limited in duration.

— Rita Skubis, neighbor three houses from WVMA on Farley Road

Letter dated March 18, 2026 – during Ramadan's busiest nights (Page 432-433 of Agenda Packet)

Resident of Farley Road since 1975 – firsthand observations from this Ramadan

- **Nov 26, 2024:** In her original statement, the neighbor raised serious concerns regarding traffic safety.

[REDACTED]: Ms. Rita Skubis

- Met with Ms. Skubis on 11/26/2024 to seek feedback. Ms. Skubis is concerned about traffic safety, especially with children playing and for animals. She asked us to consider a shuttle service during Ramadan. We agreed to remind our attendees about driving safely and being mindful of the neighbors.

- **March 8, 2026:** This same neighbor signed the neighborhood petition to **oppose** the expansion.

12	Brian Thompson	[REDACTED]	3/8/26
13	Rita Skubis	[REDACTED]	3/8/26
14	David Kau	[REDACTED]	3/8/26

- **March 16, 2026:** She submitted a formal opposition letter (found on **page 413** of the agenda package).
- **March 18, 2026:** She provided the statement the applicant chose to highlight. Notably, in the paragraph immediately preceding the applicant's quote, she erroneously claimed Farley Road is "zoned for commercial and religious use"—a fundamental misunderstanding of our R-1 residential zoning that the applicant failed to correct.

Farley Road is zoned for commercial and religious use, and as such, it is reasonable to expect periods of increased activity associated with lawful use of the property, including gatherings and vehicle traffic related to worship services.

Based on my direct observations, individuals attending services conduct themselves in a respectful and orderly manner. They arrive and depart quietly, do not loiter, do not play loud music, and have not littered or caused any property damage to my home. Vehicles park along the public street, including in front of my residence, but have never blocked my driveway or interfered with access.

The applicant's selective use of this neighbor's testimony is not an isolated incident; it is part of a **broader, troubling pattern of misrepresentation**. Throughout this process, we have been met with **inconsistent statements, intentional omissions**, and an **open admission of breaking existing laws**. When an applicant intentionally "cherry-picks" facts to create a false narrative and consistently ignores established zoning restrictions, they prove themselves to be an untrustworthy partner. This lack of transparency and systemic disregard for local law undermines the credibility of their entire application and demonstrates that they **cannot be trusted** to self-regulate under a modified permit.

2. Documented Safety and CUP Violations

The applicant's own testimony (at 28:42) inadvertently confirmed ongoing non-compliance with the current CUP:

No Evidence of Impacts

Noise Salter study concludes within town noise standards All services indoors. No amplified outdoor sound Condition of Approval: Meet Town Noise Ordinance	Traffic Managed through trained parking guards and volunteers. Both driveways used for efficient departure.
Safety No concerns raised by Fire Dept or Police No incidents in public records Police patrols requested proactively	Track Record Ramadan 2025 & 2026 under intense scrutiny Parking lot cleared quietly within 20 minutes

RLUIPA requires evidence of specific impacts – generalized concerns are insufficient

- **Acoustic Misrepresentation:** The noise study presented was conducted outside of peak hours. Furthermore, the applicant admitted to noise during sunrise services—an activity that is a clear violation of the existing CUP.
- **Safety Hazards:** The applicant admitted to parking 200 cars in a lot designed for 180. This "self-certified" overcrowding creates a clear public safety hazard. Indeed, on 3/13

and 3/15, resident reported vehicles blocking fire hydrants, a direct threat to emergency access that was reported to the Planning Commission and non-emergency lines.

- **Traffic Management:** The applicant relies on "trained volunteers" rather than licensed traffic professionals. Unlicensed individuals cannot legally or safely manage the flow of 200+ vehicles on a narrow residential street.

3. "Good Neighbor" Rhetoric vs. Litigious Actions

While the applicant spoke of a desire to be a "good neighbor," his actions suggest otherwise. Bringing legal counsel to a local neighborhood zoning matter signals an intent to "lawyer up" and exert political pressure rather than engage in a good-faith discussion about residential impacts. This creates an environment of intimidation rather than community collaboration. This is not a sign of wanting to collaborate on a solution; rather, it creates an environment of intimidation that undermines true community partnership.

4. Lack of Operational Necessity and Availability of Alternatives

The applicant has operated at this facility since 2018 under the current restrictions. The sudden claim that these expanded hours are "necessary" is contradicted by years of successful operation and the adaptability shown during the COVID-19 pandemic.

- **The Precedent of Prioritizing Safety:** During the pandemic, we all adjusted our lives and operations to prioritize public health and safety. The neighborhood is asking for that same commitment now. Just as the applicant was able to adapt then, they can adapt now to protect the physical safety of our residents by adhering to occupancy and parking limits that prevent the blocking of fire hydrants and emergency access.
- **Nearby Alternative Facilities:** There are numerous established facilities nearby better equipped for high-intensity, late-night, or early-morning gatherings. These include the [Saratoga Musalla](#) (approx. 5 miles away), the [Muslim Community Association \(MCA\)](#) in Santa Clara (approx. 9 miles), and the [Blossom Valley Muslim Community Center](#) (approx. 6 miles).
- **Legal and Planning Standard:** Under RLUIPA, the "Substantial Burden" clause does not grant a religious institution the right to expand into prohibited hours simply for convenience. If a need can be met through nearby facilities or by adjusting schedules, the Town is not legally obligated to grant a modification that creates a documented nuisance in an R-1 zone.

5. Misplaced Accusations of Bias and Discrimination

The vast majority of the speakers focused on religious rights, hate crimes, and discrimination. While these are critical societal issues, they have no bearing on the **required findings of fact** regarding noise, traffic, and land-use compatibility in an R-1 zone. We find it deeply troubling that the applicant chose to lean into these accusations when none of the neighbors have acted with bias or refused to work toward a reasonable solution. Using such heavy-handed rhetoric is not a sign of neighborly cooperation; it is a "shield" used to avoid addressing the tangible, negative impacts the proposed expansion has on our quiet residential street. We trust the Commission to separate these emotional and unsubstantiated claims from the objective zoning evidence.

6. Imposition of Permanent Disclosure Burden and Economic Harm

Under California Civil Code § 1102, residential sellers are legally mandated to disclose any known "neighborhood noise problems or other nuisances" to prospective buyers. By approving this modification, the Commission is effectively forcing a permanent, disclosable nuisance onto our property records.

- **Legal Liability:** This expansion would require every resident to formally notify future buyers of pre-dawn traffic, late-night noise, and the safety hazards admitted to by the applicant.
- **Diminution of Value:** Such a disclosure significantly diminishes the desirability and market value of our homes.
- **Enforcement Burden:** We ask the Commission to consider the long-term economic harm and the "cloud" this puts over the marketability of our homes in this R-1 district, creating an unmanageable burden for residents and the Town.

Conclusion

The Planning Commission's duty is to base its decision on **objective zoning criteria** and **substantial evidence**. The applicant's presentation was a curated narrative that ignored documented safety violations and relied on out-of-context quotes. We ask the Commission to see through this "reality show" framing and protect the safety and tranquility of the R-1 residential zone by denying the modification.

Sincerely,

Farley Road Neighborhood Coalition

[REDACTED]

From: Calvin Louie <[REDACTED]>

Sent: Saturday, March 28, 2026 12:48 PM

To: Planning <Planning@losgatosca.gov>

Subject: Request Modification Use Permit by West Valley Muslim Association, at 16769 Farley Road

Dear Planning Committee,

I am a resident of Los Gatos since 1985 & I strongly object to the proposed modification of the conditional use permit by the WVMA at Farley Road to extend the hours from early morning to midnight during Ramadan on the grounds that it disturbs the peace of all neighbors surrounding 16769 Farley Road. The amount of people who propose to use the facility for 30 days increases the noise, traffic & parking in the neighborhood during the evening hours when neighbors are trying to enjoy the peace and quiet of their community! I seriously doubt the planning commission has ever granted modifications by any other community and/or religious group of this nature & should not be granted herein. Please consider the community people you represent who's lifestyle are affected by these extended hours of use, in increased traffic, parking, noise, pollution and foot traffic with this variance in use. These create a traffic danger to those residents who walk their neighborhood in the evening. I strongly urge you to deny the request to modify the conditional use permit.

Regards,

Calvin

From: Amanda Baker <[REDACTED]>

Sent: Sunday, March 29, 2026 6:31 PM

To: Planning <Planning@losgatosca.gov>; Jocelyn Shoopman <jshoopman@losgatosca.gov>

Cc: [REDACTED] <[REDACTED]>

Subject: Opposition to CUP Modification – West Valley Muslim Association, Farley Road – Direct Neighbor at 16771 Corcel Ct.

March 29, 2026

Los Gatos Town Council
Town of Los Gatos
110 E. Main Street
Los Gatos, CA 95030

Re: West Valley Muslim Association – Proposed CUP Modification to Expand Operating Hours

Dear Mayor and Members of the Town Council,

We are writing as direct neighbors of the West Valley Muslim Association facility on Farley Road, sharing a large fence line with the property from our home at [REDACTED], Los Gatos. We respectfully submit this letter in advance of the March 31 hearing regarding the proposed modification to the facility's Conditional Use Permit.

We want to be clear at the outset: we support the West Valley Muslim Association's continued presence in our neighborhood. Over the years, our interactions with the association and its members have been respectful and positive, and we value that relationship. We are not writing in opposition to the mosque itself.

However, we do not support the proposed modification to expand the facility's operating hours, including extending hours from 4am to midnight. Our concerns are based solely on the practical impacts to our immediate neighborhood. This approval would enable hundreds of cars passing through with late-night and early-morning traffic, noise, and congestion — that would result from significantly increased activity immediately adjacent to our property. Does this approval prevent hundreds of cars coming in and out of the neighborhood during sunrise and sunset prayers?

WVMA did not seem willing to limit attendees during 4am and midnight prayers because they need to be allowed all members at all times to be considered a mosque. Therefore, we are simply concerned about the uncertainty surrounding the number of vehicles that would be coming and going during the proposed extended hours, as that remains an unknown that is difficult to plan or prepare for as a neighboring household.

In terms of preparation, it would be ideal to establish an acceptable parking framework and street setup prior to any changes to the existing CUP. It seems there are many concerns by my neighbors on Farley Road so if the city were to install sidewalks and more streetlights, that

would be ideal next steps in the spirit of finding a solution for everyone.

We do support the existing Conditional Use Permit and ask that the Town uphold its terms as currently written. We also respectfully urge the Council to take appropriate action to address any documented instances of non-compliance with the existing CUP conditions. Ensuring that current permit requirements are met before any expansion is considered as a reasonable and necessary step.

We believe it is possible for the association and the surrounding neighborhood to continue coexisting respectfully within the framework of the current permit. We ask only that the Council hold that line and ensure all parties are held to the same standards.

Thank you for your time and consideration.

Respectfully,

Amanda and Michael Baker



Los Gatos, CA 95032

From: Kim Ratcliff <[REDACTED]>
Sent: Friday, March 27, 2026 3:21 PM
To: Jocelyn Shoopman <jshoopman@losgatosca.gov>; Planning <Planning@losgatosca.gov>; Alexa Nolder <ANolder@losgatosca.gov>; Sblend Sblendorio <[REDACTED]>; jimratcliff <[REDACTED]>
Subject: Confirming you forwarded the PC our videos

Dear Jocelyn,

We are concerned that the two YouTube videos we submitted were not forwarded to the Planning Commission. During the meeting, the Commissioners asked us and our neighborhood speakers questions regarding violations and noise pollution that were specifically recorded and documented in our videos. One specific incident they asked me about was getting trapped in my driveway and that footage was included.

Additionally, did Allen Meyer provide the Planning Commission with the documented code violations we and our neighbors reported? The PC did not seem to have any idea that WVMA has been violating their CUP and Town ordinances for the past three years.

Could you please confirm if these materials were shared with the Commission?

Here are the links to the videos for your reference.

Video 1:

<https://youtu.be/3oWNgSmnVrA?si=2P6ZzoPt4mBbm0ja>

Video 2:

https://youtu.be/u_OZ1dLNKVo?si=a-LPR4VUSLQH0j4R (Footage of driveway at end)

Best regards,

Kim Ratcliff

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