



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

Riverside County Administration Center  
4080 Lemon St., 1st Floor Hearing Room  
Riverside, California

Thursday 9:00 a.m., January 10, 2013

CHAIR  
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NOTE: If you wish to speak, please complete a "SPEAKER IDENTIFICATION FORM" and give it to the Secretary. The purpose of the public hearing is to allow interested parties to express their concerns. Comments shall be limited to 5 minutes and to matters relevant to the item under consideration. Please do not repeat information already given. If you have no additional information, but wish to be on record, simply give your name and address and state that you agree with the previous speaker(s). Also please be aware that the indicated staff recommendation shown below may differ from that presented to the Commission during the public hearing.

Non-exempt materials related to an item on this agenda submitted to the Airport Land Use Commission or its staff after distribution of the agenda packet are available for public inspection in the Airport Land Use Commission's office located at 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, CA 92501 during normal business hours.

In compliance with the Americans with Disabilities Act, if any accommodations are needed, please contact Barbara Santos at (951) 955-5132 or E-mail at [basantos@rctlma.org](mailto:basantos@rctlma.org). Request should be made at least 48 hours or as soon as possible prior to the scheduled meeting.

## 1.0 INTRODUCTIONS

### 1.1 CALL TO ORDER

### 1.2 SALUTE TO FLAG

### 1.3 ROLL CALL

## 2.0 PUBLIC HEARING: CONTINUED CASE

### FRENCH VALLEY AIRPORT

- 2.1 ZAP1049FV12 – French Valley Airport Center (Representative: Stan Heaton, Temecula Engineering Consultants) – County Case Nos. PP25183 (Plot Plan) and PM33691, Revised No. 1 (Revised Parcel Map). PM33691, Revised Map No. 1 is a proposal to divide 82.74 acres located southerly of Auld Road, westerly of Leon Road, southerly and westerly of the Southwest Justice Center, easterly of French Valley Airport, and northerly of Jolynn Road and Allen Road in the unincorporated Riverside County community of French Valley into 11 parcels for office/business park/industrial uses, plus open space lots (18.9 acres). Plot Plan No. 25183 is a proposal to develop up to 59 buildings with a combined gross floor area of 331,083 square feet. (Compatibility Zones A, B1, B2, and D of the French Valley Airport Influence Area; plot plan in Zones B2 and D). (Continued from October 11, 2012). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at [jguerin@rctlma.org](mailto:jguerin@rctlma.org).

Staff Recommendation: CONSISTENT FOR THE PARCEL MAP; CONDITIONAL  
CONSISTENCY FOR THE PLOT PLAN

Click on the link below for this agenda item number:

[2.1 Staff Report](#)

3.0 **PUBLIC HEARING: NEW CASE**

**HEMET RYAN AIRPORT**

- 3.1 ZAP1026HR12 – Dan and Alan Koby (Representative: Benjamin J. Stables III) – County Case No. CZ07764 (Change of Zone). A proposal to change the zoning of 45.07 acres located southerly of State Highway Route 74 at its intersection with Four Seasons Boulevard (easterly of Calvert Avenue, westerly of California Avenue, and northerly of Double Butte) from W-2 (Controlled Development Areas) to C-P-S (Scenic Highway Commercial) on 31.79 acres and R-3 (General Residential) on 13.28 acres. The proposed zoning is intended to bring the zoning of the site into consistency with its General Plan (Harvest Valley/Winchester Area Plan) land use designations of Commercial Retail and High Density Residential. (Area III of Hemet-Ryan Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org).

Staff Recommendation: CONSISTENT

Click on the link below for this agenda item number:

[3.1 Staff Report](#)

4.0 **ADMINISTRATIVE ITEMS**

- 4.1 2013 Commission Meeting Schedule

5.0 **APPROVAL OF MINUTES**

October 11,2012

6.0 **ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

7.0 **COMMISSIONER'S COMMENTS**

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 2.1 ~~3.2~~

**HEARING DATE:** January 10, 2013 (continued from October 11, 2012)

**CASE SUMMARY:**

**CASE NUMBER:** ZAP1049FV12 – French Valley Airport Center  
(Representative: Stan Heaton, Temecula Engineering Consultants)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO.:** PP25183 (Plot Plan); PM33691, Revised No. 1 (Revised Parcel Map)

**MAJOR ISSUES:**

~~Most, if not all, of the 59 proposed buildings will require obstruction evaluation review by the Federal Aviation Administration. At this time, we have no documentation verifying that the project team has made such a submittal, although they advise that the building locations were previously reviewed through that process.~~

*Given the large number of buildings proposed through this plot plan, the Federal Aviation Administration (FAA) agreed to review the corner points of the project. Clearance has been given to the buildings at three of the four corner points, but a Notice of Presumed Hazard was issued for the fourth building (Building 3). This was based on inaccurate project data. A new Form 7460-1 has been submitted for Building 3 and has been issued Aeronautical Study Number 2012-AWP-8706-OE, which is currently listed as a “Work in Progress” by the FAA.*

**RECOMMENDATION:** Staff recommends a finding of CONSISTENCY for the revised parcel map.

~~At this time, staff recommends that consideration of the plot plan be continued to the Commission’s December 13 hearing; however, in the event that Form 7460-1 is submitted to the Federal Aviation Administration and is recognized as a “Work in Progress” prior to the hearing, staff would then recommend~~

*Staff recommends a finding of CONDITIONAL CONSISTENCY with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011, for the plot plan, subject to the conditions included herein and such additional conditions as may be necessary to comply with the requirements of the Federal Aviation Administration.*

**PROJECT DESCRIPTION:** Parcel Map No. 33691, Revised Map No. 1, is a proposal to divide 82.74 acres into eleven parcels for office/business park/industrial development, plus open space lots (18.9 acres). Plot Plan No. 25183 is a proposal to develop 59 buildings with a combined gross floor area of 331,083 square feet on Parcels 2, 4, and 5 of the proposed Parcel Map.

**PROJECT LOCATION:** The site is located southerly of Auld Road, westerly of Leon Road, southerly and westerly of the Southwest Justice Center, easterly of French Valley Airport, and northerly of Jolynn Road and Allen Road in the unincorporated Riverside County community of French Valley, approximately 383 feet (at its closest point) easterly of Runway 18-36 at French Valley Airport.

**LAND USE PLAN:** 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011

Adjacent Airport:

- a. Airport Influence Area: French Valley Airport
- b. Land Use Policy: Airport Compatibility Zones A, B1, B2, and D; plot plan in B2 and D.
- c. Noise Levels: 55-70 CNEL

**ANALYSIS:**

Nonresidential Average Intensity: The areas proposed for development through Plot Plan No. 25183 are located in Airport Compatibility Zones B2 and D. Parcel 2 is located in Zone B2, while most of Parcel 4 and all of Parcel 5 are located in Zone D.

Nonresidential intensity in Airport Zone B2 is restricted to an average of 100 persons per acre. The “Building Code Method” for calculating intensity utilizes “minimum floor area per occupant” criteria from the Building Code as a factor in projecting intensity. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the intensity of office areas has been determined to be one person per 100 square feet. However, Appendix C recommends use of a 50 percent reduction from Building Code maxima in evaluating occupancy of retail and office uses. Based on the data included on the front page of the site plan prepared by Architects Orange dated May 10, 2012, the Plot Plan’s total project building area in Parcel 2 is 190,203 square feet. This would translate into a total occupancy of 1,902 persons, prior to use of the 50 percent reduction. With the 50 percent reduction, the total occupancy would be 951 persons. Parcel 2 has a gross area of 14.76 acres, per the parcel map. Therefore, the average occupancy of Parcel 2 would not exceed 65 persons per gross acre. Average intensity would be lower if portions of these buildings are used for lower intensity uses, such as fabrication, manufacturing, storage, and warehousing.

Use of the Parking Space method would result in a lower total occupancy. The Plot Plan provides for 471 parking spaces in Parcel 2, which translates into a total occupancy of 707 persons and an average intensity of 48 persons per acre. Even if one were to assume a vehicle occupancy rate of 2.0,

the total occupancy would not exceed the aforementioned projection of 951 persons.

Nonresidential intensity in Airport Zone D is restricted to an average of 150 persons per acre. Based on the data included on the site plan, the Plot Plan's total project building area in Parcels 4 and 5 is 140,800 square feet. Assuming 100 percent office usage, this would translate into a total occupancy of 1,408 persons, prior to use of the 50 percent reduction. With the 50 percent reduction, the total occupancy would be 704 persons. Parcels 4 and 5 together comprise a gross area of 11.12 acres, per the parcel map. Therefore, the average occupancy of Parcels 4 and 5 would not exceed 64 persons per gross acre. Average intensity would be lower if portions of these buildings are used for lower intensity uses, such as fabrication, manufacturing, storage, and warehousing.

There may be some potential for retail use in the future for buildings within Parcel 5. The building area in Parcel 5 is 64,384 square feet. Within the French Valley area, retail uses are considered to have an occupancy of one person per 115 square feet of building area (with no 50 percent reduction). Therefore, if these buildings were entirely in retail uses, the total occupancy would be 560 persons. The gross area of Parcel 5 is 6.45 acres, per the parcel map. Therefore, the average occupancy of Parcel 5 even if used for retail purposes, would not exceed 87 persons per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in the absence of more precise data). The applicant proposes to provide 471 parking spaces on Parcel 2 and 381 parking spaces on Parcels 4 and 5. This would translate into a total occupancy of 707 persons for Parcel 2 and 572 persons for Parcels 4 and 5. These numbers are lower than those obtained through the Building Code method and are clearly consistent with intensity criteria for Compatibility Zones B2 and D.

Nonresidential Single-Acre Intensity: Nonresidential single-acre intensity is restricted to 200 persons in any given acre within Airport Compatibility Zone B2 and 450 persons within any given acre in Zone D. Plot Plan No. 25183 proposes up to 59 one-story buildings within these two zones. The most intensely developed single-acre includes Units A-23 through A-26, with a combined 26,650 square feet of gross floor area. Assuming office use, this would result in a single-acre intensity of 134 persons, which is clearly consistent with both Compatibility Zones B2 and D.

As noted above, ALUC compatibility criteria would potentially allow retail or showroom uses within the portion of this property in Zone D. On the basis of one person per 115 square feet of gross floor area, an acre that includes 26,650 square feet of gross floor area would accommodate 232 persons, which would exceed allowable intensities in Zone B2, but would be consistent within Zone D.

Noise: The site is located within an area that is projected in the French Valley Airport Land Use Compatibility Plan to ultimately be subject to average aircraft noise levels approaching 70 CNEL; therefore, noise mitigation measures will be required to reduce interior noise levels from aircraft operations to below 45 CNEL in the buildings.

PART 77: Finished floor elevations for the proposed buildings range from 1340.00 to 1345.87 feet above mean sea level (AMSL) in Parcel 2, and from 1330.60 to 1339.40 feet AMSL in Parcels 4 and 5. ~~Staff has requested additional information in order to determine whether each of the buildings will require FAA notice and review. At this point, it is possible that each of the buildings will require review pursuant to the~~ **The Federal Aviation Administration Obstruction Evaluation Service Form 7460-1 process. has agreed to review the corner points of the building area envelope. Determinations of No Hazard to Air Navigation have been issued for three of the four corner points.**

**The fourth corner point, Building 3, was issued a Notice of Presumed Hazard, but this was based on inaccurate elevation data erroneously provided to the FAA. Specifically, the original Form 7460-1 indicated a site elevation of 1,369 feet for Building 3 and a height above ground level of 24 feet for an elevation at top point of 1,393 feet above mean sea level. This information did not correspond with the grading plan, which indicated that Building 3 would be located at a site elevation of 1,345 feet above mean sea level. At a top point elevation of 1,393 feet above mean sea level, the building would exceed the transitional surface by two feet. Therefore, a Notice of Presumed Hazard was issued. The Notice of Presumed Hazard states that if the structure top point did not exceed 1,391 feet above mean sea level, it would not exceed obstruction standards. However, the Notice also states that it does not authorize construction of the structure even at a reduced height.**

**The applicant team has taken the approach of submitting to the FAA a new Form 7460-1 with the corrected data for Building 3 (site elevation of 1,345, building height of 24 feet, and top point elevation of 1,369). The FAA has issued a new Aeronautical Study Number (ASN 2012-AWP-8706-OE) for Building 3. As of December 13, 2012, the new Aeronautical Study is listed as a “Work in Progress” by the FAA.**

Open Area: Pursuant to the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, all of Compatibility Zone A, at least 30 percent of the land in Compatibility Zone B1, and at least 10 percent of the land in Compatibility Zone D must be preserved as ALUC-qualified open land. Following the adoption of the 2011 Amendment to the French Valley Airport Land Use Compatibility Plan, the project site includes 4.7 acres in Zone A, 1.16 acres in Zone B1, 35.81 acres in Zone B2, and 38.32 acres in Zone D. Over 23 percent (18.9 acres) of the parcel map land area is included in non-buildable Lots E, F, G, J, and K. All of Compatibility Zone A (4.7 acres) is located in Lot E, an 8.29-acre area that will be maintained as a Multi-Species Habitat Conservation Plan area. Lots F and G together constitute 2.72 acres of riverine riparian habitat split between Compatibility Zones B2 and D. Lots J and K together constitute 7.89 acres, including 6.06 acres within a 200-foot wide Metropolitan Water District easement within Compatibility Zone D, which is well above the minimum open area requirement in Zone D. No development plans have been submitted for Parcel 1, which includes the portion of the parcel map in Zone B1.

## **CONDITIONS:**

1. **[Applicable to plot plan]** Prior to issuance of building permits, the applicant shall ~~submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) for each building and shall~~ have received a determination of “Not a Hazard to Air Navigation” from the FAA **for each of the corner buildings in the project.** Copies of the FAA determinations shall be provided to the Riverside County Planning Department and the Riverside County Airport Land Use Commission.
2. **[Applicable to parcel map and plot plan]** Prior to recordation of a final map, issuance of building permits, or sale to a public entity, whichever occurs first, the property owner shall convey an aviation easement to the County of Riverside as owner-operator of French Valley Airport, or shall provide documentation to the satisfaction of the Riverside County Airport Land Use Commission that such easement has already been conveyed and recorded. Contact the Riverside County Economic Development Agency at (951) 955-9417 **9802** for additional information.
3. **[Applicable to parcel map and plot plan]** Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
4. **[Applicable to parcel map and plot plan]** The following uses shall be prohibited throughout the project:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light, visual approach slope indicator, or such red light obstruction marking as may be permitted by the Federal Aviation Administration.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
5. **[Applicable to parcel map and plot plan]** The following uses shall be prohibited within those portions of the project located in Compatibility Zones A, B1, and B2:

Children's schools, churches, chapels, and other places of worship, day care centers, hospitals, libraries, nursing homes, and aboveground bulk storage (greater than 6,000 gallons) of hazardous materials.

6. **[Applicable to plot plan]** This project analysis is based upon the site plan dated May 10, 2012 prepared by Architects Orange and is based upon each building or unit having only one habitable story. Any changes in the locations or heights of buildings shall be subject to further review by the Airport Land Use Commission as an amended project.
7. **[Applicable to plot plan]** The County of Riverside shall either prohibit the following uses, or shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in any of the structures proposed through this plot plan:

Auction rooms, auditoriums, bowling alleys, churches and chapels, classrooms, conference rooms, restaurant serving area (dining areas and areas open to public use, other than corridors and restrooms), dance floors, drinking establishments, exhibit rooms, gaming, gymnasiums, lodge rooms, lounges, reviewing stands, skating rinks, stages, swimming pools, and other uses that would be considered to have an occupancy level greater than one person per 30 square feet (minimum square feet per occupant less than 30) pursuant to California Building Code (1998) Table 10-A.
8. **[Applicable to plot plan]** The following uses shall be prohibited except within those buildings located within Parcel 5 (identified as Buildings B-1 through B-16):

Retail sales, courtrooms, day care centers, dormitories, exercising rooms, health care facilities, libraries, locker rooms, and other uses that would be considered to have an occupancy level greater than one person per 100 square feet, but not greater than one person per 30 square feet, pursuant to California Building Code (1998) Table 10-A.
9. **[Applicable to parcel map and plot plan]** Noise attenuation measures shall be incorporated into the design of each building, as necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL. (Such noise attenuation will also assist in reducing noise from traffic on Winchester Road/State Highway Route 79.)
10. **[Applicable to parcel map and plot plan]** The attached notice shall be provided to all potential purchasers of the property and all potential tenants of the buildings.
11. **[Applicable to parcel map and plot plan]** Any new ground-level or aboveground water retention or detention basin(s) or facilities on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls.



Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

In the event that the requirements of this condition cannot be met, the property owner shall work with the Riverside County Economic Development Agency and a qualified bird strike/wildlife hazard management consultant to prepare a Wildlife Hazard Management Plan that is acceptable to both the airport operator and the United States Department of Agriculture Wildlife Services agency.

12. **[Applicable to parcel map]** Future development on Parcels 1, 3, 6, 7, 8, 9, 10, and 11 shall be subject to ALUC review in order to assure that intensity will be in accordance with the criteria of the French Valley Airport Land Use Compatibility Plan and (in the case of Parcel 1) that ALUC-qualified open area will be provided.

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.1

**HEARING DATE:** January 10, 2013

**CASE NUMBER:** ZAP1026HR12 – Dan and Alan Koby (Representative: Benjamin J. Stables III)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** CZ 7764 (Change of Zone)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends a finding of CONSISTENCY for the change of zone.

**PROJECT DESCRIPTION:** CZ 7764 is a proposal to change the zoning of 45.07 acres from W-2 (Controlled Development Areas) to C-P-S (Scenic Highway Commercial) on 31.79 acres and R-3 (General Residential) on 13.28 acres. The proposed zoning is intended to bring the zoning of the site into consistency with its General Plan (Harvest Valley/Winchester Area Plan) land use designations of Commercial Retail and High Density Residential.

**PROJECT LOCATION:** The site is located southerly of State Highway Route 74 at its intersection with Four Seasons Boulevard (easterly of Calvert Avenue, westerly of California Avenue, and northerly of Double Butte) in the unincorporated community of Green Acres (westerly of the City of Hemet), approximately 9,300 feet northwesterly of the westerly end of Runway 5-23 at Hemet-Ryan Airport.

**LAND USE PLAN:** 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP)

- a. Airport Influence Area: Hemet-Ryan Airport
- b. Land Use Policy: Area III
- c. Noise Levels: Below 55 dBA CNEL

**BACKGROUND:**

Land Use Intensity: The site is located in Area III of the Hemet-Ryan Airport Influence Area.

Residential and non-residential land use intensity is not limited within Area III.

Prohibited Uses: The project, consisting of a Change of Zone to C-P-S (Scenic Highway Commercial) and R-3 (General Residential), does not propose any prohibited uses, as defined by the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan. The HRACALUP requires discretionary review by ALUC for structures greater than 35 feet or 2 stories in height in Area III and does not prohibit any specific uses. The HRACALUP also requires ALUC discretionary review of schools, institutional uses, places of assembly, and hazardous materials facilities proposed in Area III.

Part 77: The elevation of the site at its closest location to the runway is approximately 1580 feet above mean sea level (AMSL). The elevation of Runway 5-23 at its westerly terminus is approximately 1507 feet AMSL. At a distance of 9,300 feet from the runway, any structure with an elevation at top point exceeding 1600 feet AMSL would require Federal Aviation Administration (FAA) review through the Form 7460-1 process. With a maximum allowed height of 50 feet, future development pursuant to the Change of Zone has the potential of requiring FAA review. As future development is proposed, it will be subject to any FAA requirements for Obstruction Evaluation as well as potential review by ALUC in accordance with the plan and policies in place at that time. Pursuant to the existing 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan and its policies, any structure 35 feet or 2 stories in height is required to be reviewed by ALUC.

Noise: Average noise levels on this site from aircraft operations would be below 55 dB CNEL.

Open Area: Area III of the Hemet-Ryan Airport Comprehensive Airport Land Use Plan does not have any requirements for provision of open space.

Attachment/Disclosure: State law requires notification in the course of real estate transactions if the property is located in an Airport Influence Area.

General plan amendments and changes of zone are not subject to conditions.

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

### ADMINISTRATIVE ITEMS

- 4.1** 2013 Commission Meeting Schedule. This item has been included in the agenda in order to enable the Commission to determine whether to meet every month or to schedule months when the Commission will not be meeting. The January and February meetings are set. Staff is prepared to support the Commission with monthly meetings as needed to accommodate the workload. However, the Commission has often decided to not schedule meetings during one summer month (either July or August) and one autumn month (either November or December).

For 2013, staff would request that October be one of the dark months, as the California Chapter of the American Planning Association will be holding its annual meeting in the second week of October in Visalia. While the meeting would be from Monday through Wednesday, such that the ALUC meeting on Thursday would still have staff present, the Chairman's briefing would have to be held on the preceding Thursday. Alternatively, if the Commission chooses November as its dark month, the October meeting could potentially be moved to October 17. However, the Chairman's briefing would still have to be held on the preceding Thursday, as Monday, October 14 (Columbus Day) is a County holiday.