



**SHERMAN COUNTY COURT
SPECIAL SESSION MINUTES
OFFICE OF THE SHERMAN COUNTY COURT**

June 8, 2016 – 9:00 a.m.

Present: Judge Gary Thompson, Commissioner Mike Smith, Commissioner Tom McCoy, Administrative Assistant Lauren Hernandez, Oregon State Parks District Manager David Slaght, Park Manager Tom Peterson, Interim Park Ranger David Spangler

A quorum was present. No news media was present.

Additions to Agenda

1.0 Appointment Schedule:

1.1 Starvation Lane River Access

Present: Dick Armstrong, Portland; Larry Triebelhorn, Moro; Dave Lane, Moro; Mark Spencer, Moro; Paul Sather, Kent; Ryan Thompson, Moro; Ron Boles, Moro; Bob Green, Moro; Latrelle Smoot, Moro; David Slaght, Oregon Parks and Recreation; Tom Peterson, Oregon Parks and Recreation; Walter Lafky, Bend; Aaron Lafky, Bend; David Spangler, Oregon Parks and Recreation; MG Devereux, Oregon Parks and Recreation; Jerry Winegar, Oregon Parks and Recreation; Gary Irzyk, Moro; Jessica Metta, Mid-Columbia Economic Development District; Nell Melzer, Moro; Patricia Gabriel, Moro; Art Israelson, Northwest Steelheaders; Bryce Coelsch, Moro; Amy Hazel, John Hazel & Co.; Marty Sheppard, Little Creek Outfitters; Gerald Lohrey, Moro; Georgia Macnab, Planner; Mia Sheppard, Little Creek Outfitters; Carl Langston, Moro; Ron McDermid, Justice of the Peace; Dave Lane, Moro; Marty Belshe, Moro; Brad Lohrey, Sheriff; Jeremy Shull, Sergeant.

Will Carey, County Counsel, explained the special session was an informational session being held for the purpose of allowing the County Court to hear both sides of the issue. Judge Thompson explained that in the beginning of the year, discussion was started about take-out issues at the end of Starvation Lane. At that time, it was decided to put a gate at the take-out. Since then, there have been issues with river access, as the Starvation Lane access is the only one-day float access from Burnt Ranch down. There have been issues with the locked gate, including a situation when an emergency beacon was used due to missing the take out at Starvation Lane and McDonald Crossing. Judge Thompson would like to know how this issue can be corrected. David Slaght, Oregon Parks and Recreation District (State Parks), summarized that in earlier meetings, the Conditional Use Permit of the Starvation Lane property had been discussed and that the permit specified the area was not to be developed. He stated the county was adamant about this. Though the initial complaint was about trespass, the true issue stems from conditional use of the property. As a group, State Parks and the Court decided to abide by the Conditional Use Permit specifying the area is not to be developed or expanded into parking and camping. The solution of gates came up, the county agreed, and the county was given control of the river gate. Judge Thompson agreed with this summary and asked what can be done to alleviate the problem of the locked gate. Tom Peterson, Oregon Parks and Recreation District, explained kayaks and smaller boats can walk around the

existing gate, but beyond that, there is no access when the gate is locked. He brought up the suggestion of keeping the gate open.

Commissioner Smith explained the Starvation Lane road was not developed to be heavily used. The county aims to keep the road maintained. The intention of the gate was to protect the area and local access until a possible Gilliam County take-out was developed. The plan has been adjusted since the gate was installed, including changing the configuration of the turnaround. After listening to other suggestions, other adjustments can be made to make the area workable.

Judge Thompson opened up the session for public comment.

Nell Melzer, Moro, discussed the history of the road, stating in the past, it was used to access Gilliam County. To her, this makes the road a public road owned by the county to the middle of the river. Nell asked if putting a gate on a public road was allowed. Judge Thompson replied no, but since the river was declared navigable, the county lost ownership to the center of the river, so ownership only goes to the high water mark. David stated he met with Department of State Lands (DSL), and up until recently, they still looked at the crossing as a historical ford. Because the Gilliam County side of the road is no longer being used, DSL is looking at a possible rule changing. Commissioner Smith stated in the spring, the bar is one of the only places boats can stop. Part of the problem is figuring out where people can take boats out. David replied everything leads to the Comprehensive Plan the counties, state agencies, and other parties agreed to. A plan change is possible but requires a specific process. Historically, Starvation Lane has been used for a take out by Sherman County citizens, but also by guide services and other entities using the river.

The bar in the middle of the river belongs to the Bureau of Land Management (BLM). BLM allows camping on the bar, though there are rules that must be followed. Vehicle access is not allowed on this land. The plan to gate off river access helps prevent off-road vehicle use. An Environmental Assessment on this piece of land is ongoing. Amy Hazel, John Hazel & Co., explained on day and overnight trips on the John Day River, it is required that a portable toilet is carried. All outfitters do, though she is unsure if the general public does this.

Art Israelson, Northwest Steelheaders, stated he is a believer in education and not confrontation. He was one of the people instrumental in the John Day River becoming a navigable waterway. When Oregon joined the Union in 1859, the federal government owned all rivers. Now, the river is owned by DSL up to the high water mark. This wiped out all deeds declaring other ownership to the middle of the river. Art believes one issue is lack of education and believes the problem could be solved with more information and signage. He suggested handing out maps to help educate John Day River users. He stated if there is a case of trespassing, landowners should call the Sheriff or Oregon State Police.

Paul Sather, Kent, stated he approached the Court a month ago to address his concerns with the locked gate. Paul does not see this as a county problem but acknowledged it has become one. He appreciates that the area at Starvation Lane has been widened out and adjusted, as it is workable now. He stated even if a sign is placed upriver notifying that Starvation Lane is not a take-out, people don't read signs, and when they get to Starvation Lane anticipating a take-out, they will not know what to do. He is unsure if it is necessary to place a gate at the river access and suggested if people are concerned about illegal vehicle access on the bar, an example should be made of those who violate the no vehicle access rule.

Ron Boles, Moro, stated the people breaking the rules should be punished, not everyone, and the gates were installed before citizens were asked about the situation. Judge Thompson replied the Court met to discuss this topic during regular meetings, which were advertised to the public.

Marty Sheppard, Little Creek Outfitters, stated he has issues with the gate. He has a large stack of boater's passes purchased from Cottonwood Canyon to Starvation Lane. Starvation Lane is a strategic boat ramp and needs to be there, and he emphasized the gate blocking access needs to be removed immediately. Marty acknowledged that there may be negatives about the take-out at Starvation Lane, but this is true of all take-out areas, and there are no discussions about closing other take-outs. The Starvation Lane county road is a great road and is maintained, while many roads leading to other boat ramps are unmaintained. Marty stated there are issues with every take-out on the John Day River, and if the mentality is used that the Starvation take-out should be closed because of this, every boat ramp might as well be closed. The road leading to the take-out is a great road, and Marty has never heard of anybody going over the side of it. Marty acknowledged there was a fire started at the take-out area, but the people who started the fire need to be held responsible, not everybody. People need to be held responsible who break the law, which is why law enforcement exists. He suggested if parking is an issue, making more parking, and if litter is an issue, placing garbage cans in the area. Marty expressed disappointment in Oregon Parks and Recreation.

Art Israelson stated gates are easy to knock down and mess with. It is possible to make it so the gate won't open. He emphasized having the gate in place could cost a life in an emergency situation. It is eight miles downriver to McDonald Crossing. Although it may be possible to educate people about the gate when they buy permits, not everyone buys permits.

Larry Triebelhorn, Moro, stated he has a good relationship with State Parks. He has been fishing the John Day River for about forty years with his son and now his grandson. State Parks did a great job with the layout at Starvation Lane, but the fishing holes are all closed because they cannot be driven to. To get to them requires a 4-5 mile walk. Willow trees have grown in and it is hard to get to the river. The park was built under the high water line, and Larry asked why it would be built there. Larry stated the gate blocking access towards private property next to Starvation Lane is a ridiculous situation. He can understand private property being gated off at a driveway, but not all the way down. Larry stated he is sorry the county became involved in this issue the wrong way and would like to solve the problem, emphasizing the gate should come down.

Mia Sheppard, Little Creek Outfitters, stated Starvation Lane is a county road under Oregon law, which means it is a public road under the jurisdiction of the county. Mia explained Starvation Lane is identified by the BLM Starvation Lane Inventory Unit OR-054-022 as a graveled Sherman County road which provides vehicle access to the west John Day River. Access at Starvation Lane provides the only float for 140 miles upriver. Mia responded to Commissioner Smith's comment that the road was not developed to be heavily used. She stated if this is true, the whole road should be closed. The road used to be in terrible condition, but when the wind farms came, it became nicely maintained. Mia responded to the Conditional Use Permit specifying the area is not to be developed, stating the public can park on a county road. She asked why the public is not able to park in the area with boat trailers if the county road goes to the river. Mia stated the county doesn't have to develop the take-out but there must be an easement on each side of the road which would give space for parking. It is reasonable to request garbage cans and a sign specifying the area is a take-out point. Mia emphasized the road is a county road and people can park on county roads.

Jeremy Shull, Sergeant, clarified parking in the right-of-way on a county road can be considered illegal stopping and standing. The county owns the road to the river, but the property on either side may be owned by someone else. Judge Thompson added State Parks owns the property on the sides of the road.

Mia added recreational river users get underrepresented. She stated an Oregon Department of Fish and Wildlife survey shows fish and wildlife activity generated \$2.5 billion in Oregon in 2008. Travel generated revenue from hunting and fishing in Sherman and Gilliam counties totaled \$3,162,000 in 2008. Mia emphasized recreational contribution should not be ignored and closing the Starvation Lane take-out limits public recreational access.

Commissioner Smith clarified Starvation Lane did become better maintained after wind farms were built because the wind farms paid the county to maintain the road due to the damage caused by the weight of their equipment. Income from the wind farms has helped the county take better care of all county roads. He also clarified the right-of-way for the road is 60 feet. The fences at the Starvation Lane take-out were initially put in at 60 feet, but that did not give enough room for vehicles to turn around. This has since been corrected. In the past, there has been pressure to close Starvation Lane instead of making it local access only, but the Court remains adamant that the road will stay open. The Court is working to find the right path to solve this issue and maintain the facilities that are in place. Starvation Lane is an incredibly difficult road to maintain. Mia asked if the county could put up a sign at the top of the road stating it is unmaintained or seasonal. Sergeant Shull replied there is a sign already in place.

Amy Hazel, John Hazel & Co., stated she and her husband are outfitters on both the John Day and Deschutes rivers. Amy clearly stated how important the day float to Starvation Lane is to their business. When she found out there was a gate blocking the Starvation Lane take-out, she had to email thousands of dollars worth of client business to tell them they would not be able to be taken down the John Day River. Smaller boats can be carried or lifted over the gate, but larger drift boats have no way around it. This seems discriminatory towards users in drift boats. Amy explained fishing out of drift boats on the Deschutes River is not allowed, and many of her clients are unable to wade the Deschutes. The John Day River permit her business acquired allows her clients to recreate and fish, as fishing from a drift boat is allowed. Day floats to Cottonwood Canyon and Starvation Lane made it more accessible to elderly clients and children. Amy has an entire client group based around the John Day River. With the gate up, drift boats cannot take-out at Starvation Lane. Amy spent thousands of dollars to buy rafts, and her elderly clients have to help lift the raft over the gate at take-out. Amy plans to continue using the rafts because trips have already been booked and her clients fly from all over the country to spend money in rural Oregon.

Art Israelson presented and read from the deed to the private property next to Starvation Lane. He stated people have the right to be on the water to the high-water mark. He summarized that the Attorney General came out with an edict in 2005 that said if a river is wide enough and deep enough to float a boat, it is navigable in fact, therefore navigable in law. Federal law also says this. Art stated if legislature would meet the requirements of the Attorney General, many problems on rivers would be solved. Every river has these problems.

Brad Lohrey, Sheriff, stated he has worked well with State Parks. He suggested first dealing with the gate, as it is already in place. He suggested until the overuse of Starvation Lane is figured out, the gate be left unlocked and open, as guides and others are trying to use the river but cannot, causing outfitters and local businesses to lose money. He suggested leaving the gate unlocked and open and forming a group to find solutions to this issue. Although it is possible there may be problems in the future, Sheriff Lohrey stated he has been Sheriff in the county for over 16 years, and his father was sheriff before him. He has not heard of any crashes on Starvation Lane, though this is prior to Cottonwood Canyon State Park and increased travel on the road. Sheriff Lohrey suggested leaving the gate open for the rest of the season and allowing time for a collective group to collaborate and come up with a solution to the problem. If the gate remains locked, Sheriff Lohrey stated he will have people arrive at Starvation Lane and realize they cannot take-out at that location, which may lead to emergency beacons being unnecessarily used. By forming a committee, a solution can be worked on for next season. Sheriff Lohrey does not want to see outfitters lose money, citizens denied river access, or landowners having to deal with trespassing. Any issues that arise with the unlocked gate will be dealt with. Sheriff Lohrey mentioned there was a fire at Starvation Lane but he doesn't believe anyone is at fault for it.

Latrelle Smoot, Moro, stated he has been a resident of Sherman County since 1985. He feels the State of Oregon and its employees have an atrocious attitude to the public and public land. Latrelle watched the development of Cottonwood Canyon State Park and stated an extraordinary amount of money has been spent to develop the park, which has proven unsuccessful. The park has no shade, no water, and no direct water access.

He does not know how this problem will be solved because of the attitude of the state, and the money spent on Cottonwood Canyon State Park and the Starvation Lane situation has been wasted and should have gone to funding education instead.

Dave Lane, Moro, stated he is a bank fisherman and is unable to hike like he used to. He used to go to Starvation Lane and drive upriver to decent fishing spots. The gate blocking off the access towards the adjacent private property stops this. After seeing the gate, he drove back and around to the Gilliam County side to fish, but could not easily access the river due to Willow trees. He has been bank fishing on the John Day River for 40-50 years and is no longer able to.

Ron Boles asked if the Court has the authority to open the gate immediately and leave it open. Commissioner Smith replied he believes so. David Slaght replied Oregon Parks and Recreation has the authority. Outfitters in the audience expressed they need to know if the gate will be left open immediately, as they have float trips planned.

Marty Belshe, Moro, stated he has drifted and fished on the John Day River for years. He was not happy that State Parks started developing it, and feels they have created a problem and should be held responsible for fixing it. Marty stated he attended organizational meetings when Cottonwood Canyon State Park was being developed and discussed the potential problem with Starvation Lane as a primitive road. State Parks said the road would not be a problem and they would take care of it. Marty expressed frustration that millions of dollars have been spent at Cottonwood but the solution to Starvation Lane is to close access on a public road. Marty stated the problem with Starvation Lane has been going on for decades, private land owners have been trying to get the road closed for decades, and he has attended meetings to fight the closure before. With a state park at Cottonwood Canyon, knowledge of the area is going to spread. Starvation Lane is the only day drift on that stretch of the river. Marty stated he was against the navigable river ruling for the sake of landowners who paid taxes to the middle of the river. He believes a navigable stream should not require a permit for use, as it is a public thoroughfare and no different than a road. Marty stated State Parks was planning on developing Hay Creek and encouraging people to use that as a main take-out, and he asked where the money for this project has gone. The problem with Starvation Lane should have been anticipated. Marty would like to see Hay Creek developed, but until then, believes signs should be put up at Starvation Lane, the gate should come down, and all rules should be enforced. Marty stated State Parks wanted Cottonwood Canyon, and now it has to manage it.

Mia Sheppard asked if Cottonwood Canyon State Park is the first state park being managed for hunting and fishing. Tom Peterson replied there is hunting allowed on the Deschutes River and several other locations. Mia attended a few meetings about developing Hay Creek and stated she was against it due to hunting. She wanted to see it remain a walk-in area, knowing Starvation Lane already gave direct river access and seemed easy to develop into a small parking area for boats. Mia stated she has been guiding the John Day River since 2001 and does not want to see the exploitation of the river, as it is special. However, it is a public river and everyone is responsible to take care of it and to be good stewards. State Parks has the responsibility to manage it for river use, as the river is their corridor and more people come to use the river than anything else. She urged State Parks to embrace recreational users who will use the river for fishing and rafting.

Commissioner Smith pointed out State Parks approached the Court, tried to work with landowners, and asked the Court clearly what the Court wanted to do. The Court and State Parks met three times publically noticed so this issue could be discussed. Both parties gave much thought to the situation and had several meetings discussing it. The Court chose not to close the road. In the past, there was a huge push to close Starvation Lane, but this is clearly not a workable plan. It was also possible that Cottonwood Canyon could have been lost to a private land owner and the public could have been shut out. Commissioner Smith acknowledged there are issues to work through, and this is a new problem for the county, as the park is a new kind of park. All parties involved should remain flexible to figure out a solution. Some of the solutions in place have already solved problems.

The fencing put in place has helped create a parking area that works. The gate issue is clearly one that can be fixed. The next step is to figure out the best way to move forward for everyone.

Will Carey asked David Slaght about opening the gate. David replied all parties agreed no decisions would be made today but after the session is over he can have a discussion with his deputy director and region manager to discuss the situation and then make a decision about the gate. David stated he would not make a decision prior to that discussion, but heard very clearly the unpopular opinion in the room about the conditional use of the property at the end of Starvation Lane. The county was clear that the property was not intended to be developed for day use. State Parks was held to this based on the conditional use of the property. David stated the county needs to figure out how it would like to proceed. If the county wants to change the master plan and open up the access point for use, the discussion can be had.

Commissioner Smith asked if developing the Hay Creek take-out was a solution. David replied State Parks approached Gilliam County and discussed this with commissioners and constituents. Some concern was expressed that this would only pass the problems at Starvation Lane over to Gilliam County. However, developing Hay Creek is in the master plan. David presented a mock-up of the master plan to Gilliam County Court, who approved of it. David then met with Gilliam County Road Master and found it was estimated several million dollars are needed to fix the road to Hay Creek. State Parks does not have these funds, and the process was halted. David stated he cannot speak to why the development of Hay Creek was not done earlier, as it is included in the master plan.

Commissioner Smith asked the outfitters present if Hay Creek is the right place to put a take-out. Marty Sheppard replied outfitters need a strategic boat ramp in the area. Paul Sather replied placing a take-out at Hay Creek would make it too far away to use. Marty Sheppard added development of Hay Creek takes away economic development from Sherman County. Judge Thompson asked if the Gilliam County plans could be switched over to the Sherman County side at Starvation Lane. David replied anything is possible, though a process of going through the master plan and holding public hearings to get the plan changed and amended would likely take about a year. The amendment would need to be included officially in the Comprehensive Plan between all parties involved. The change would need to be proposed by the county, and the Starvation Lane road is still a concern with all of its switchbacks.

Commissioner McCoy stated that since nothing has been developed on the Gilliam County side, Starvation Lane will likely remain the take-out. He agreed the gate should be opened up and discussion should be started about amending the master plan and coming up with the right plan for the area.

Amy Hazel expressed concern that the size of the parking area had not been addressed. Cottonwood Canyon State Park is developed, and people travel there specifically to use the John Day River. Google Earth shows Starvation Lane as an access road, and BLM maps show the road as a take-out access. Amy is concerned shuttle drivers will drive down and may run out of room to park because the site will become more popular. She suggested acquiring more land on the flat so more vehicles can be parked. David replied State Parks already owns the land. Amy added she does not want to see the area developed, but now that people know about Starvation Lane as a take-out, it is time to address the topic of parking.

Marty Belshe agreed developing Starvation Lane parking seems to be a practical answer, as it would take millions of dollars to develop Hay Creek. David clarified the millions of dollars figure is what was proposed to him by Gilliam County Road Master for developing the road to Hay Creek. Marty stated Starvation Lane already has a county road and a take-out. State Parks owns the land, which means the people own the land. Marty asked why the state couldn't come up with funds to pay the county road crew to make a few turnouts to make Starvation Lane road more usable for two-way traffic, including a gravel parking lot at the bottom. More people are using Starvation Lane because of State Parks. Marty acknowledged trespassing will happen, but this

is common for all private landowners. Illegal camping and activities can be stopped with fencing and signage. Bryce Coelsch, Moro, added enforcement of the rules is also important.

Commissioner Smith explained several people have spoken to him about a better take-out slightly up river. The area is flatter and a road already gives access. Paul Sather explained high water at the existing take-out can be a problem. Traffic at Starvation Lane is already present, and it will increase. He believes Marty Belshe should be on the committee being formed along with Sergeant Shull, and the Court should give serious thought to Sheriff Lohrey's comments. He stated he would not like a Gilliam County side take-out developed. He suggested going 100 yards upriver from Starvation Lane to state land and slower water to develop a boat ramp for everyone to use. He also suggested developing a parking area there. Marty Sheppard added this take-out placement would pull people away from the private land next to Starvation Lane. Sergeant Shull agreed.

Marty Sheppard added there is no cell service at any of the take-outs on the river and emergency situations cannot be called in. He brought up the past suggestion of developing 'last chance' camp sites above Cottonwood Canyon Park, though this suggestion never happened. The parking at Cottonwood boat ramp got smaller. Marty emphasized that the users are being ignored.

Will Carey asked about the county employing Sheriff Lohrey's recommendation. Forming a committee and opening the gate is nothing permanent and gives all parties involved time to study the problem and create a solution. He believes this is a good compromise. The key is getting the gate open as quickly as possible. Commissioner Smith stated he believes the gate at the river take-out is the county's, and the county has the right to open it, though not the other gates on state land. David Slaght replied technically all of the gates are on state land. He explained if the gate is unlocked, it creates the day use of Starvation Lane the county did not want, and the issue is right back to where it was in the beginning. David stated his staff will not increase even if the gate is unlocked. He respectfully disagreed with Sheriff Lohrey about the cause of the Memorial Day Weekend fire at Starvation Lane and stated he believes it was kids doing what they shouldn't have been doing. The county will need to propose unlocking the gate if that is the Court's wish, and then the process to legally amend the Comprehensive Plan will need to be followed.

Commissioner McCoy stated there are two elements to solving this problem. One is to open the gate and another is to make the recommendation to amend the plan. He stated the original problem was a complaint of trespassing on private property next to the Starvation Lane take-out. David Slaght confirmed trespass was the initiation of bringing up the Comprehensive Plan. To move forward, Commissioner McCoy suggested unlocking the gate and investing enough in the Sherman County side of Starvation Lane that it will work for all of the ways it is being used. This will take investment by State Parks and possibly by Sherman County to improve the road. Something needs to be done to accommodate the people being drawn there. The original Comprehensive Plan was not fulfilled, as the Gilliam County side was not developed. Commissioner McCoy stated it sounds like the Gilliam County side will not be developed at all, and consequently, the Sherman County side will need to be. Judge Thompson added it might be cheaper to develop the Sherman County side than the Gilliam County side. Commissioner Smith stated some things have already been accomplished. The landowner is better protected with the installation of the gates. Access areas are fixed. There is a contained area to help prevent fires. Issues have been addressed, though the Court and State Parks still need to listen to feedback and adjust accordingly.

Sheriff Lohrey added the gate will only be open for the rest of the season. He stated the Sheriff's Department will deal with any problems that arise from the opening of the gate, and that State Parks does not need to send additional enforcement to Starvation Lane at this time. A group will be formed and the problem will be solved this year. Regarding the fire, Sheriff Lohrey stated those involved were doing things they were not supposed to be doing, but were breaking park rules, not law. The Sheriff's Department investigated and sent State Parks a report for State Parks to handle. A committee should be set up quickly because issues with the gate will arise in

the fall. Sheriff Lohrey stated he is in good partnership with State Parks, and while locals may be upset with them, they have worked very well with law enforcement.

Nell Melzer stated she owns land by the river and she gets reports of people using her property thinking it is BLM land. She emphasized to those using the river that not all of the land is public and they should double check this before traveling.

Commissioner McCoy stated State Parks has been very responsive about this issue. They have met with the Court several times and always try to reach a consensus. The problems with Starvation Lane have evolved, and Commissioner McCoy expressed appreciation for State Parks' attitude and willingness to work towards a solution.

Judge Thompson notified State Parks that he is working with Jessica Metta from Mid-Columbia Economic Development District on a Federal Lands Access Program grant which offers assistance in accessing federal lands. Judge Thompson stated there have been issues with the BLM. This grant would help improve Starvation Lane. David Slaght stated the BLM has contacted him about this and it has been included in the Environmental Assessment. Judge Thompson would like help getting grant money to improve Starvation Lane and to make it a safer road.

Larry Triebelhorn asked if State Parks plans to develop the Gilliam County side downriver from the highway across from Cottonwood. He suggested if this road is not going to be developed, it should be opened up so people can access the fishing holes down there.


Ron Boles stated he believes the problem is the people making decisions are not familiar with the area. They do not fish or spend time in the area and cannot see what is going on.

Sergeant Shull reiterated that Tom, David, and David, State Parks representatives, have been great to work with.

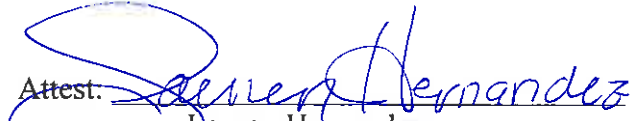
Judge Thompson stated this issue was brought up because of the Comprehensive Plan. No take-out was included in the Comprehensive Plan, and it should have been. A committee will be formed to move forward with solving the issues at Starvation Lane.

Being no further business before the Court, the special session was adjourned at 10:35 a.m.

Sherman County Court



Gary Thompson, Judge

Attest: 

Lauren Hernandez
Administrative Assistant



Mike Smith, Commissioner



Tom McCoy, Commissioner