

April 27, 2017 Gas Drilling Review Committee Meeting Notes



GAS DRILLING REVIEW COMMITTEE MINUTES

April 27, 2016

3:00 p.m.

City Council Chambers Conference Room 209
(Formerly Pre-Council Chamber)
2nd Floor - City Hall
200 Texas Street

1. Introduction to City Staff

Allison Gray, Planning and Development, Chair	Present
Tom Edwards, Planning and Development	Present
Eric Fladager, Planning and Development	Present
Tom Simerly, TPW	Absent
John Lopez, Water	Absent
Michelle Gutt, Planning and Development	Absent
Christa Reynolds Legal	Present
Cornell Gordon, PACS	Present
Sheila Hill, Park Board Member	Absent

2. Overview of GDRC Agenda. Full Transcription of the recorded meeting is below:

We will begin our Gas Drilling Review Committee for April; we have three items on the agenda today. The Gas Drilling Review Committee role with transportation routes is just to make recommendations on the acceptability of the proposed route. The first item on the agenda is the Alliance Airport F Pad Transportation Route.

BlueStone – Alliance Airport F Pad

I am Brian Cornelius, Operations Superintendent with BlueStone Natural Resources; this is our old access, they built a very large building of some kind, so there is pretty much a parking lot where our road used to be.

Allison: No part of Intermodal right there is private, is it? Is it private as it goes further towards the railyard?

Brian: I don't believe so. We don't have truck traffic for these facilities, no water haulers are going down there, workovers would be the only kind of thing that we would have going on at this location, but that is not really "too hot" in this area.

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Tom: Where is your central tank battery, they might not understand.

Brian: Everything here goes to the Brewer.

Allison: Tom, do you have any comments or concerns?

Tom: No.

Allison: Cornell, Eric, do you have any comments?

Cornell & Eric: No.

Allison: Is there anybody in the audience that would like to speak on this proposed transportation route?

No Comments

Chesapeake (Total) – Hudson Pad

My name is Julie Jones @ 777 Main St. with Total acting on behalf of Chesapeake Energy Operating. This is our Hudson A pad we are coming before you just to request a temporary transportation route and this change and is due to I35 construction with closures and we also have a work over rig that is coming in with hydro sections, we had our vendor drive the route. So this is the route that will allow that rig to come on location.

Allison: Julie, will you show me what your permanent route would normally be?

Julie point to current route on map

Allison: How temporary do we think this temporary route is?

Julie: The workover rig was the biggest factor that drew us to make this request, I would need to check and see with the I35 closures as well. I think that's what limiting our access point too. I have to check and see when they reopen; as soon as they reopen we will go back to our previous route.

Allison: Tom, do you have any comments?

Tom: No, not on this one.

Allison: Cornell?

Cornell: They are already going past the park and have been doing so since the beginning of the permitting.

Tom: This route is just impacting it a little more, and about 12 more houses.

Cornell: I know there is a church on that corner, I am just trying to figure out if you have to make a major move in during the week how would that impact parking and everything else as you get equipment in and out.

Julie: We are supposed to move the rig tomorrow. We realized as this moved up on our schedule that we had to apply for this transportation route, but the rig will move in tomorrow, and after that, we can work on days, but we would never move a rig on a Sunday, to begin with, it. But if it's a Wednesday we could work around church hours.

Tom: So I guess the only thing is that the rig can make it under the under pass.

Julie: Correct.

Allison: How much traffic is there on this route?

Julie: Daily? I am not sure; I don't have those numbers.

Allison: Cornell, it looks like this route surrounds the park. Are you OK with that?

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Cornell: Yes, we would be okay.

Allison: Eric, do you have any concerns?

Eric: No, not on this.

Allison: Is there anyone in the audience who wants to speak to this proposed route?

No comments from the public.

Cornell: Just one thing, when you do the move-out, I know you might have some staking time to get your vehicles in, just be mindful on the weekend's people parking on the west side of the park. So that would be my only concern, sometimes we have programmed events. I can check and see if there is going to be a scheduled event, maybe there will be a conflict this weekend if there is a bunch of people out there. We rent our pavilions for parties and events, and we may have to park on both sides of the street that might make it too congested to get your vehicles moved in and moved out.

Allison: The next item on the agenda is XTO's Fleet Pad

XTO – Fleet Pad

I'm Bob Manthei with XTO Energy at 810 Houston St. here in Fort Worth. What we have here is a temporary route, due to development that's been platted and approved by the City; for this area in here, which that development will take our current access route out, so we need temporary access to access our pad site. The proposed route, will come down 1187, then go south Oak Grove to Dow Meadow and cut across over here until they get the streets in. Once they get the streets in, then, there'll be a connecting street that comes off of this pad and goes straight up to the fleet pad.

Allison: So then you'll go back to using 1187 & North?

Bob: It'll go back to this original route here, once that construction is done. There is only one other option, and that would be coming off Oak Grove from the north side and to do that you'd have to come off Garden Acres, come down this way. Now, we have Ann Brock Elementary School that's Burleson Independent School District. I contacted the Burleson ISD and Cliff Holden, his email was attached to the original package. The school doesn't have any issues with it, provided that the trucks aren't scheduled to pick up the water between 6:30 – 9:00 and 2:30 – 4:00. The big part of this will be while school is out, the construction of the roads and everything gets back to normal between 90 to 180 days, so three months, maybe six months total. When you look at the development that has occurred in this area here and this area here over the past three years, there have been approximately 300 homes built. And if you look at the truck traffic associated with those homes, you are averaging about 100 truck trips a week, over three years for that construction. The trucks that we have coming to this side are going to be about every other day. So if you look at 100 trucks a week, we are only adding 2 or 3 trucks a week to the current traffic. Our traffic compared with the existing traffic and all the construction work that is going on and that will continue to go on with the development is not going to add but maybe two to three percent to the traffic load that is there now.

Allison: Tom, do you have any concerns?

Tom: The only thing is: Are you going to abide by those truck hours?

Bob: Yes, we already agreed to them with the school. If this is an approved route, we will not pick up water between 6:30-9:00 and 2:30-4:00.

Tom: As long as the school understands that if you do it outside those hours, we have no recourse because that is an agreement between you and them.

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Bob: Yes, we have a good relationship with Burleson ISD. His email suggests 6:30-9:00 and 2:00-4:30, so that's easy enough to schedule with our trucks so that it won't be a problem. We can accommodate either route. This is the preferred route because we got a road that is wider if you get on Oak Grove over here it's a lot narrower coming down through here, you travel a lot more of the residential area.

Cornell: You said something about the future access; will the future access be coming through a proposed subdivision also?

Bob: There are lots on the plat here I don't know how many of them will be developed, but the future access will be straight through here and will have a straight shot from here to here. And it was included in the packet that was submitted with the transportation route. This is Don Allen, the developer.

Don Allen: I am Don Allen with Lackland Calmont. We are the developer; we've developed all the existing lots that are in the Deer Meadow Subdivision. We are developing the new lots, and that's why we are coordinating with XTO on their temporary route while we build our new streets. Part of what we've done with our subdivision layout is we incorporated a driveway corridor plus driveways to residential streets. Their access will go back to what it is now once our streets are built. This allows us to get our utilities built and our streets built which cross their current road. I might add that the route that they are using still has like one truck every other day that is the same route that our construction guys for that subdivision are using, and there is quite a bit of construction traffic, so one water truck every other day is going to be hardly noticeable. We get pipe delivered, rock delivered, so our construction traffic will be a lot more significant than a water truck every other day.

Allison: Once the trucks leave the paved Dow Meadow it looks like they conflict with your construction anyway, in that area. How is that going to be phased? Because you are going to be building lots and streets in that area, right?

Don Allen: The lots are a lot easier to accommodate, basically because we already graded the lots or we can finish them after the fact. But our streets themselves and the utilities, when they come in they'll still have to wiggle around one street crossing, but where they are now, it would probably slow down our construction. If we build part of the utilities and parts of the road, it might extend our construction by 2 or 3 months, and it would prolong the time that our residents have to withstand the construction period. We still have to work with XTO, but we met in the field and looked at the cleanest way to get them in and out, and this is the cleanest way with the least impact on the timing of the construction so we can get done as quickly as possible.

Bob: It would be similar to the procedure we have at the Beechwood A. When they are pouring one lane we use the other one, when one lane gets poured and cured, we use the other one. So we'll be switching back and forth so they can continue their work and we maintain access to our site.

Tom: Beechwood A could never get their temporary access corrected. We are still waiting on that curb cut.

Bob: If you look at it right here, this is the southern pad, and we'll come off that pad, and this will be the access to the pad up north, once the development is done, or the streets are in.

Don: The other pads here, the gravel will come up here; we'll put a curb out here, the designed the road to go straight into their pad. We designed this phase working with XTO on locating that road to kind of work with their access. It is pretty direct, and since there is a street, there will minimize the impact on the homeowners anyway.

Eric Fladager: Is what you are depicting there is essentially the extent of the current phase that's under construction?

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Don: It extends further to the west, this is folded in half. It extends all the way over to Stone Road and included in this we are building and paving part of Stone Road there is a big power line over there. That ends north of the power line. We are extending it across the power line and our frontage here and at some point in the future, it may cross Deer Creek.

Tom: Was there not ever access along that power line easement?

Don: No

Cornell: Is your plan for them to go through the platted HOA property to continue to use their temporary gravel road all the way down to HWY 1187?

Bob: The current route that we have approved right now is from 1187 up to the Purcellly pad and then from that pad it goes to this pad here.

Don: It is actually about here. Is where that gravel road comes in, and we work with them and with the City, and we are to locate a connector street. We are going to use this HOA common area, which we currently own. We are going to take the gravel road and turn it and then turn it again so by the time it gets to the City street it will be lined up, and they are going to move their gate, so it is directly aligned with that City street. However, from here, basically where it connects south to 1187 nothing will change.

Cornell: The sewer project that's going to happen that goes all the way parallel to your subdivision which may affect the usability of your access there is a 48" line and TRWD line.

Don: That is down south of us, close to Deer Creek we did not work with them on dedicating easements on those, not right here. The sewer line is going to be put in pretty soon; it will be longer for the TRWD lines.

Cornell: I am trying to a piece the homeowners. Who owns that pad site to the west?

Bob: This is our SDA A Pad, and this is our SDA B Pad.

Don: We do not control this property. And we also don't control the power line owned by Oncor. If it were something, we could control we would be sure to give them access. My main going is to get the subdivision completed as soon as possible so that they can go back to their original route.

Cornell: I am trying to find a long term solution. It is a thing of going through Oncor easement, cutting across the SDA pad site.

Bob: Our current lease agreement with SDA doesn't allow for that.

Tom Edwards: You could reach Oncor and ask for the right of way.

Don: The issue would be getting a semi-truck up and down. There is no real road it is more like a trail through a cow pasture, and there are a couple of draining issues that need crossing, and you would have to accommodate semi-trucks and then potentially fire trucks that would be our biggest concern. The logistics to that could be a lot more complicated. And for here to here we will be reconstructing Stone Road.

Allison: Is there anybody in the audience that is here to speak about this proposed transportation route?

****Shayla Sharp is called to speak****

My name is Shayla Sharp, and I reside at 1108 Doe Meadow Dr. yes, there is already construction traffic, to add yet more. We have small children that come through our neighborhood. My kid plays outside. And although I am a very careful person, there is a lot of traffic with the construction. We already have issues with them not complying. They are not supposed to start until 7:00 AM, however,

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there have been times recently where as early as 4:45 AM they are dumping things and waking up my child is waking up.

Allison: Mr. Allen can address that.

Ms. Sharp: I am aware that there are residents in our neighborhood who have already contacted my Allen about this issue and this morning again they were working at 6:50 AM, I understand that is only 10 minutes, but that is 10 minutes that we get to have our peace. There are other ways to get to this site. Yes, Dow Meadow might be wide in some areas, but some people have cars that they park on the streets. There is debris all over our street right now; I should have taken pictures where they have dropped rocks that have been there for weeks. We are already having issues with our HOA, they don't comply, and we don't have any rights because they own too much land. That's another problem; we feel like we don't have any rights or say so. That is why I am here today because we need to be heard.

Allison: Thank you Ms. Sharp.

****Carlos Puentes is called to speak****

Carlos Puentes: I am here mainly to get more information, my wife and I have property in Oak Grove road south, and right now there is a lot of traffic just like the lady just mentioned and this will create more traffic. The option by the school, that's the school that my grandchildren attend and their safety and their peace, if you will, will be disturbed by all these trucks coming through so that is my main concern.

Allison: Thank you.

****Mike Evans is called to speak****

Mike Evans: I also live in Doe Meadow 1121. I had one of my vehicles hit by one of the developer's trucks, so we don't need more truck traffic.

Allison: Mr. Kroehler

****Robert Bounce is called to speak****

Robert Bounce: The only thing I was going to ask, and I know you already addressed this part of the rule here. What is the situation with this section of the road here?

Allison: After we finish with all of the comments from the audience, I am going to ask Mr. Allen to speak to all the issues that have been raised by Ms. Sharp and by you, so if you have more questions about stone road and about what's happening to the west of your current development.

****Kathryn Davis is called to speak****

Kathryn: My husband and I live on 129 Dow Meadow which is near the end of this street, right now is a cul-de-sac. We have very little kids who play in that area daily, and it is already hard enough to keep them out of the streets with all of the current traffic that is coming through. We are talking about 3 or 4-year-old children. It is already hard enough to keep them out of the road way with all of the current construction. I also don't understand why something can be arranged with Oncor to use that roadway. If this is going to keep happening during the summer, that doesn't make it better; it makes it worse. These kids are going to be out of school they are going to want to play. They already have to

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deal with construction trucks they have to deal with everything else. They want to be able to ride their bikes on their neighborhoods. They want to be able to play basketball, that's part of having that community experience here in America. That's why we chose to live in Burleson because I can live in Fort Worth where all the heavy traffic comes thru, or I can live in the country in a quiet neighborhood where my kids can play, where my nieces and nephews can play. And if there is one more truck coming through daily that is a lot to add to their summer load especially when you are talking all the way through their summer into some of their school year that is less fun that they get to have and they only get one childhood.

****Camden May is called to speak****

Camden: I have a couple of things to add. I heard the gentleman from XTO say that it was going to be 90 to 180 days and because of my job I know that nothing goes as it was planned.

Kathryn: Something else that you guys are missing is that there is a little park in our neighborhood that is unplotted land where these kids want to and play every day and they already have construction trucks coming. They already have to deal with all of the neighborhood traffic; now they are going to have to deal with XTO's trucks. I do not find this convenient for anyone in our community and like I said, we have cars that park on the streets every day, you are talking a narrow thoroughfare. It is hard for more than one vehicle to get through one of our streets. And when I speak of the kids, I mean a lot of kids, about 40 to 50 kids who want to play outside.

Camden: I know y'all said there is only going to be one truck, but what if something changes, for example, the production of the well. We know that things change all the time. One thing that we know for sure is that nothing stays according to plan.

Allison: That is everybody that I had on the list. Is there somebody else who would like to speak?

My name is Cynthia Socorro, and my concern is that in the summer some kids will be attending summer school, so I see school buses coming in and out of the neighborhood to pick up those children to go the summer school programs. My husband and I were talking about how you have that easement along where the power lines are. So is it possible to have like a path to come through that section of our neighborhood to avoid the wear and tear of Dow Meadow? Because of wear and tear are going to happen on our streets, who's going to pay for the repairs? And the safety of our children is our biggest concern.

Allison: Bob, can you speak to the number of trucks and the hours that they might be operating and then I will ask Mr. Allen to speak to the timing of the construction and what he expects for the length of time. I would also like to know if you have approached Oncor about using the Oncor right of way at all?

Bob: We haven't, that would be something for the developer to pursue. There are some issues with Oncor; I do not know what their feeling are. Our lease rights give us access to our pad site, and we have to stay within those lease agreements, and we don't have any real legal recourse to use any other acceptable route other than public streets and what's allowed on our lease so that kind of ties our hands. As far as the water trucks go, that site currently makes about 70 barrels a day, so in a two day period, that's 140 barrels, and that's about all you can haul in a load so currently, the traffic in and out of there is a truck every other day. Typically in the Barnett water declines with the age of the well, As time goes on, production gets to be less. We don't have any current plans to drill anything.

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Tom: So is it 70 barrels per well site or just on the Fleet site? Because you are going to have trucks coming from both of those sites, correct?

Bob: Yes, we will. But this portion of the road is going to be still intact.

Tom: Will you be able to get to that south well site?

Bob: Yes, any water production we have off the Purcelly well site still utilizes this road the only traffic that will be impacted will be for this particular pad right here.

Tom: So how much trouble will it be to run some fast lines through the Fleet site and the Purcelly site.

Bob: That crosses lease lines, and the only way we can do that is if the other land owner agrees to it.

Tom: But you have an agreement to drive from one person property into another.

Bob: Yes, but we have an agreement for that.

Tom: That lease agreement does not allow you to run a temporary water line next to it. It seems like that would fix it pretty quickly because you can move a fast line fairly easily.

Bob: We would have to go back to Mr. Purcelly and propose that to him

Allison: Would you be willing to try that?

Bob: You would be cut off for you fire trucks.

Allison: The fire truck can still ride down Doe Meadow.

Tom: The fire guys are going to get in there. When you guys frac these wells, you are going to run a temporary line.

Bob: Those are usually temporary agreements.

Tom: This would be a temporary agreement too.

Bob: We can talk to Mr. Purcelly about it and see.

Allison: One more thing, you said there would be a truck every other day and stated that you would not run the truck between 6:30 AM and 9:00 AM and then 2:00 PM to 4:30 PM. Is there a way to commit to a time if you end up having to run the truck on Doe Meadow?

Bob: Certainly, we can work a schedule for whatever we need. We can schedule the trucks for particular periods of the day. We do that in other areas now.

Allison: I think that we've heard that we would like for you to at least to explore the option with Mr. Purcelly and run the water to the other side if that is acceptable to you.

Bob: Absolutely.

Allison: Mr. Allen, can you address the issues of the construction starting early and trash and other things.

Don: Yes, I've had a couple of phone calls. I've spoken to the contractors about not starting early. Some of what may be occurring because part of this utility construction, some of those water lines have to be bedded with rock that has to be trucked in, and it sounds like the delivery trucks are coming very early in the morning. Somebody said about 4:45 AM; we can try and control those. Unfortunately, those are independent trucking companies. We don't have control over those guys, but we will do our best we can and certainly will. Subdivision construction is a little bit messy. We are bound by a lease agreement too; we have to maintain the access to their site. When they pave those city streets when they are ready to put the paving down, we have to pave a piece, we have to let the concrete cure, we have to get TP&W's approval, then after a certain amount of time, we can

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move their gravel road to a new pavement. That paving by itself would add 3 to 4 weeks to the length of construction, and we also have to cross utilities, so we have to stage the construction.

Tom: Yes, it is logistics but if it's less impactful to the neighborhood...

Don: My point Tom, is that I don't know how many trucks we have coming in daily because of the utility and paving that is happening right now, but I know that we have about 10 or 12 just employee vehicles coming in every day, plus all of the delivery trucks. And was one of the contractors that hit this gentleman's car and I believe that I did make it right with you.

Mike Evans: Yes, you did.

Don: I wanted to make sure because they told me they did. What we are going to do is that we are going to elongate this process time by 6 to 8 weeks or maybe longer. So that daily disruption of all of that construction traffic vs. a single water truck every day, and my thought was that if we can get done, it would be less impactful on the residents. They don't feel that right away, that's fine. But, just understand that the construction will be out there a couple of months longer.

Allison: Can you run a street sweeper/cleaner down Doe Meadow to address some of the trash and the gravel?

Don: I drove down there today, I didn't notice a whole lot. I will have a contractor go out there and clean up.

Allison: Thank you. There was a question about Stone Road.

Don: We have to build Stone Road too. It is going to be torn up and re-paved. Stone Rd. is dead ended north of the power line, there is not a dirt road or anything. Stone Rd. has to be built with the rest of my subdivision. Originally, I wanted to bring all my traffic in through Stone Road, but it didn't work out.

Cornell: I've never seen the construction, but we were talking about going down east on what would be Oak Grove and use that. My thought is once the sewer line project and everything else may impact the access you would have to re-route them for that temporarily. My thought is that instead of going through the neighborhood, they could go out through Oncor's easement and that could eventually be a permanent access.

Don: I can't speak to future, but during our construction, the problem is that Stone Road ends right there, so everything south of there, again we have the issue that we have to build some roads.

Allison: But you can get in through Oak Grove. You are going to up Grove; you are going to take 1187 to Oak Grove, you are going to go past the neighborhood and turn into that Oncor easement.

Don: I see what you are saying. But again, it would be up to Oncor to grant something like that.

Kathryn: Are you willing to ask them?

Don: I am willing to ask, but I have no leverage, but if they say no, I can't do it.

Kathryn: That is like a kid asking for a cookie. Like I want to ask my mom for a cookie, but she might say no. Well, yes the option is always no, but you have to be willing to ask.

Don: What I am saying is I cannot commit anything to this committee that I cannot control.

Allison: So Bob, we would like to see you try the Purcellly option and the Oncor option if possible.

Meeting adjourned

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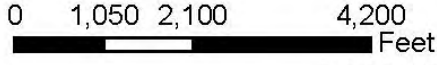
ALLIANCE F PAD TRANSPORTATION ROUTE



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

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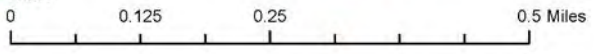
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- Take 820 West
- Exit 199 East
- Take left on West Northside Drive
- Northside Drive turns into East Northside Drive
- Turn right on Cold Springs Rd
- Turn left on Delga St.
- Turn left on Nixon St.
- Location will be on the left

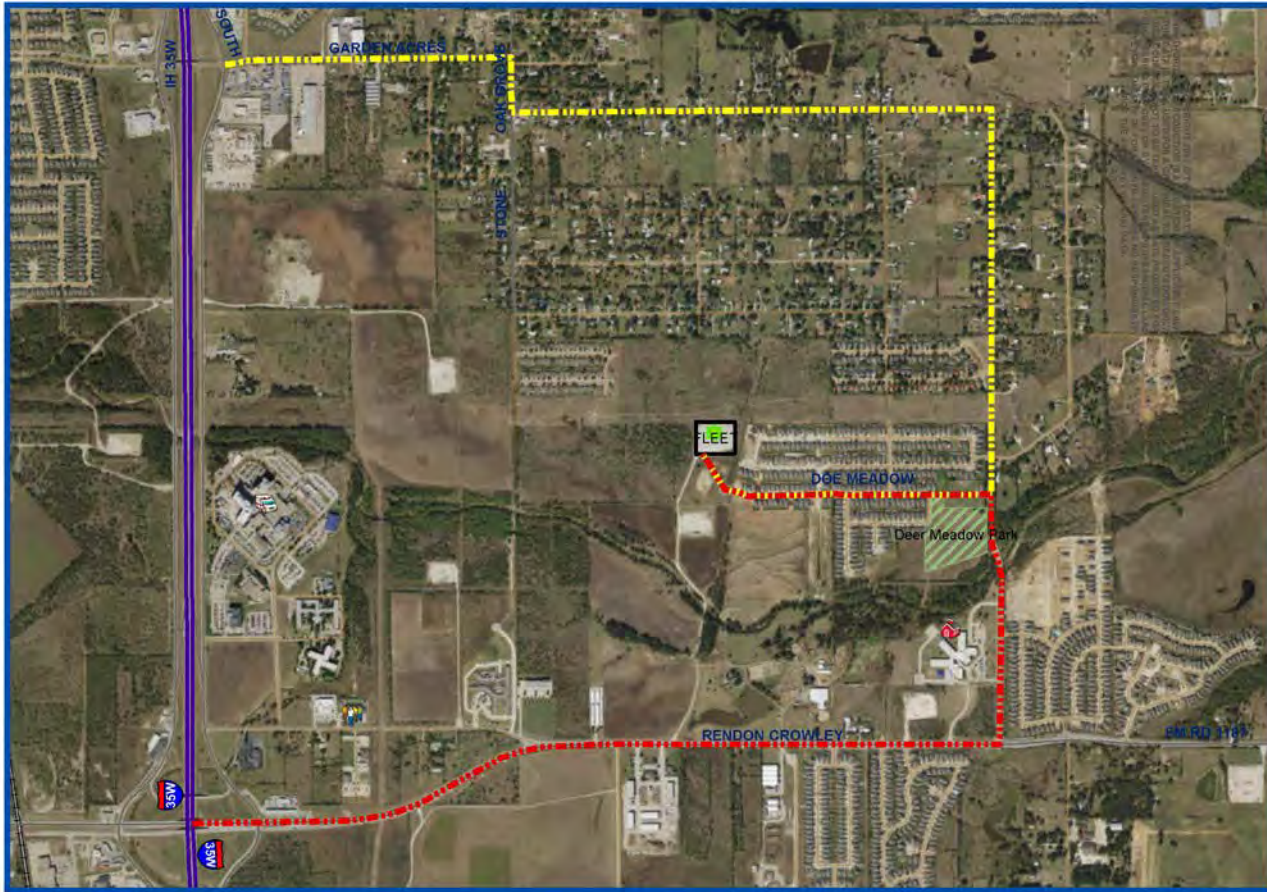


- PRODUCING GAS WELL
- GW SITE
- PROPOSED TEMPORARY ROUTE
- COMMERCIAL TRANSPORTATION ROUTE
- PARK
- CHURCH
- LINE COMPRESSOR STATION



Artist: Almeda Turner

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- COMMERCIAL TRANSPORTATION ROUTE
- PARK
- SCHOOL

