

August 31st, 2023 Gas Drilling Review Committee Meeting Notes



GAS DRILLING REVIEW COMMITTEE MEETING August 31st, 2023 3:00 p.m.

1. Introduction to City Staff

Evan Roberts, Development Services, Chair	Present
Cecilia Leyba, Gas Wells	Present
Thomas Hansen, Legal	Present
David Jodray, PARD	Present
Shannon Hobbs, TDR	Absent
Tom Simerly, TDR	Present
Eric Fladager, Planning	Absent
Esteban Perez, Water	Present
Amethyst Sloane, Community Engagement	Absent

2. Operator(s) present

David Knight, BKV Barnett, LLC
Jackie Montgomery, BKV Barnett, LLC

3. Developers present

Stephen Brim, Developer with Forestar

4. Citizens Present

No citizens were present

5. The meeting was called to order by Evan Roberts and an overview of GDRC Agenda was presented by Cecilia Leyba.

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BKV Barnett, LLC – McKelvey PAD

David Knight with BKV Barnett stated he was not present at the GDRC meeting which was held in April, 2023 and it was his understanding there were some technical problems. Mr. Knight stated the current transportation route is located off of FM 156 turning right onto Bold Ruler Road and then turning right onto the gas well lease road which passes through five gas well sites. At the Lau Pad C, the route continues through wooden gates onto Redgrave Drive then turning right onto the lease road to the McKelvey gas well site.

The same route presented at the April 20th, 2023 GDRC meeting which was denied is being requested again. The route will come off of FM 156 turning right onto Chaplin Drive, turning left onto Blackhorse Trail and then turning right onto Redgrave Drive to access the McKelvey lease road which leads to the site. Slides were shown on the PowerPoint which show the future Phase 10 of the development process. Mr. Knight stated he has been working with Forestar as his work with BKV is working with development and encroachment as to try to figure out to co-exist so that they can get to their well sites safely, physically, and with least impact. Mr. Knight has been speaking with Forestar since April of last year.

Tom Simerly with TDR (Transportation Development Review) asked about how many trucks a day will go to the site. Mr. Knight advised they have a lease operator who goes to the site about 3 to 4 times per week, water hauler trucks about once a week and service companies with smaller trucks about 1 to 2 times per month. On average that is about 21 trips per month to the gas well site.

Tom Simerly asked if the school is currently open. Mr. Knight advised the school is currently under construction, but then was advised by the developer that the school is currently open. Mr. Knight stated since their last meeting with Forestar, the developer is doing some things with the school district as well with the City to ensure the safety of children and school personnel.

Tom Simerly stated that even if they came off of Hwy 114 onto Holland Hill Lane, that the gas well traffic would still have to go by the school which Mr. Knight confirmed. Mr. Knight also mentioned that coming off of Hwy 114 is a busy intersection with traffic coming in and out and gas well traffic would have to navigate the round-about in the neighborhood with the heavy neighborhood traffic. Tom Simerly stated he looked at the round-about and it's wide enough to handle the truck traffic needed to go to the gas well site.

David Jodray with PARD (Parks and Recreational Department) stated that back in April when the transportation route was presented, there were some items asked in the motion. David requested to cover the motion to go over the items in which BKV was asked to do some research before bringing the proposed route back to GDRC. Cecilia Leyba with Gas Wells stated that per the notes from Brendan Skaggs with Gas Wells, the route in red which is the current route, was going to try to be kept to avoid using the proposed route highlighted in yellow, but since April, the developer is looking to develop Phase 10 which will eliminate the gas well operator from using the current route. Mr. Knight stated that if the proposed route is not approved, then they will prefer to keep the current access which will hinder the development of Phase 10.

David Jodray stated that as he remembered, BKV is not wanting to use the low water crossing which is part of their current route parallel to the railroad tracks. David Jodray stated that BKV still needs the current route to service the other sites, but if Phase 10 is developed there would be no access to the northern gas well site. David Jodray advised that he drove the current transportation route about two weeks ago, and an 18 wheeler was going the opposite direction so the current route is still feasible even with the low water crossing. David Jodray asked why BKV is not wanting to use the current

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route with the lower crossing as it would only impede BKV at least a couple times a year. David Knight stated again that he works with the developers to try to work things out with their transportation routes when future development is being considered. David Knight stated, continue use of the current route for the homes already built would create dust issues to the homes and in the past have had security issues with people coming in off the lease road through the wooden gates with four wheelers and other things. BKV has installed a security camera in order to help deter such things from occurring. If BKV was granted the new route, it would eliminate the possibility of four wheelers and other things from continuing to happen. BKV is also looking at working with the developer to continue development by possibly plugging the one well which is accessed through the wooden gates off of Redgrave Drive or the current lease road. David Knight stated the proposed route would help eliminate possible issues to the residence along the back side of the old route and any security issues.

David Jodray stated, the existing route is parallel to the railroad tracks to the west of the subdivision, which is across the street from the subdivision behind the lot of landscaping which is not visible. You will still see the trucks just as you would see the trains passing by. Using the current route will keep you from not having to be on the neighborhood streets with the residents in that process. To me that seems as a much safer route.

David Jodray mentioned that during the April meeting he made a motion and requested BKV look at coming off of Hwy 114 and going around the round-about which can accommodate the 18-wheelers which is a shorter route to minimize impact to the neighborhood. Because coming in from the proposed route, takes you along the future community park acreage up through the neighborhood, right adjacent to the school to get into where you need to access the gas well site. Therefore, that would put you in the heart of the community where you don't have to be because you have a viable route today. If today is challenging just for that north location, you still need the current route to access the other gas well sites. David Jodray asked if coming off of Hwy 114 was investigated as it was asked clearly in April to be done.

David Knight asked, if the request was to speak to TXDOT which David Jodray agreed. David Jodray asked David Knight, what needs to be done to come off of Hwy 114 in order to keep out of the heart of the community and both sides of the school? David Jodray stated, BKV could come off of I-35 onto Hwy 114 from the east or the west or even come off of Hwy 156 onto Hwy 114 if the current route to access the gas well site to the north and the McKelvey gas well site becomes unavailable in the future. David Jodray stated he doesn't see why the current route is not kept. David Jodray stated the current route is a graveled road and didn't see anything dangerous for the gas well traffic to continue using.

Cecilia Leyba asked David Knight if the current route will be changing at any time. David Knight stated BKV would like to work with the developer to utilize the space where the north gas well pad is located for Phase 10 development which would eliminate the use of the current route going north and through the wooden gates.

David Jodray asked, if the current route to the north was no longer used, would BKV donate the land to the developer? David Knight stated they would get rid of the northern portion of the route and come in through the proposed route only accessing the McKelvey. David Knight stated BKV doesn't own the land just the easement for the transportation route.

David Jodray then stated that his request for BKV to speak with TXDOT wasn't done as to request from TXDOT to come off of Hwy 114. David Knight stated they don't need permission from TXDOT to use Hwy 114. BKV's concern is the heavy traffic on HWY 114 and using the round-about. David

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Knight stated there is more traffic on Hwy 114 then coming off of Hwy 156. David Jodray stated there is a lot of traffic at a high speed going down Hwy 156 as he noticed when he drove BKV's current transportation route. David Knight stated he didn't see any motions or notes from April's meeting as he was prepared to address gas well traffic to the gas well sites.

Cecilia Leyba asked David Knight if it was Chance Wilson who was at the April GDRC meeting in which Jackie Montgomery with BKV confirmed it was Chance Wilson who was present and not David Knight. Jackie also confirmed that in April, the request to speak with TXDOT was not done as BKV decided if the proposed rout was not approved then they would stay with their current route and that coming off of Hwy 114 would not work for BKV.

Stephen Brim with Forestar requested to address the GDRC group. Forestar is the owner of the property in which Forestar was recently approved by the City Plan Commission for their preliminary plat to develop and sub-divide the acreage that they own. According to their preliminary plat, if Phase 10 is developed, then there would be no connection for BKV's current route to continue and accessing the McKelvey gas well site, therefore the route needs to be changed. Mr. Brim stated there were a lot of questions regarding keeping the current route as an option, but Forestar is in favor of the proposed route being approved. Along Hwy 156 going north bound and south bound, there is a left turn lane and right turn lane onto Chapin which allows for accessibility for the trucks to come off of Hwy 156 as there is no right turn lane off of Hwy 114 going east. The gas well trucks would have to slow down traffic by going on the shoulder to turn onto Holland Hill and it seems risky for the vehicles going down Hwy 114. David Jodray asked from which direction on Hwy 114 the gas well traffic would be traveling, east or west. Mr. Brim advised he is not with BKV and couldn't not answer that question. David Knight interjected and stated that truck traffic could be coming from both sides as there are multiple gas well sites off of Hwy 114.

Mr. Brim stated as the property owner, a concern to them was the school. The developer got with their planning group to add signage to Chaplin for addition stop as well as flashing lights so the school zone is set up properly with flashers. Developer is also working with TPW as part of their phasing development. Tom Simerly asked if the school was in favor of the transportation route going by the school. Mr. Brim stated the school hasn't stated they were in opposition of the route as the school owns the property. Jackie Montgomery asked if the school was notified of the meeting, in which Cecilia Leyba stated, all property owners along the transportation route were notified. The developer is adding the cross walks, signage, and flashers for the children's safety.

Mr. Brim addressed Esteban Perez with Water stating Forestar will be required as part of Phase 10 to improve the infrastructure in the area in which the developer agrees with the City with working with the water department to make the water pressure better for the community. Mr. Brim concluded as they develop in the area, they are in favor of the proposed transportation route. The preliminary plat was shown on the PowerPoint in which Mr. Brim indicated once Phase 10 is developed, there will be no connection from the northern gas well site to the McKelvey site using the current transportation route.

David Jodray again emphasized that if BKV came off of Hwy 114, the truck traffic would not even go by the school at all and directly to the gas well site. Mr. Brim stated he is concerned that the road off of Hwy 144 is narrow and with truck traffic would make it worse. Mr. Brim stated there are a lot of homes in which the driveways back into Holland Hill, but then David Jodray stated there would be the same scenario with the future homes off of Chaplin Drive. David Knight stated there would be lesser homes on the proposed route than those coming off of Hwy 114. David Jodray reiterated Holland Hill lanes are wide enough to accommodate 18 wheelers and there is nothing to prevent the truck traffic from accessing the gas well site. Mr. Brim stated they began working with the gas well operator when

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it was Devon Energy to ensure the new streets would be wide enough to accommodate the gas well truck traffic.

Cecilia Leyba asked David Knight if there is any discussion of drilling anymore wells on the McKelvey in which David Knight stated not at this time. David Knight stated that there may be instances in which workover rigs might have to be brought in which are bigger than 18 wheelers. David Knight stated the workover rigs would not be able to do the round-about. There could also be larger trucks for re-stimulation of the wells at some point.

Evan Roberts inquired about the well in the future Phase 10 if it will be abandoned. David Knight advised nothing is set in stone, but there is the possibility of plugging the well to give the developer more space. Evan stated that by looking at the preliminary plat, there are wells in the middle of Phase 10 which David Knight stated it's only 1 well and the other equipment are the production tanks. Evan stated they would still need the current route to service the one well until it's plugged. Evan asked if the route is changed, how would the well be serviced? David Knight advised they would come off of Redgrave Drive through the wooden gates to get to the well site and they would continue to work closely with the developer. David Knight stated it's not uncommon to see plats covering their well sites for potential development. Evan agreed as it is only a preliminary plat and not a final plat.

Cecilia Leyba pointed out that from the proposed route it would extend to the wood gates crossing the intersection of Greenford and Holland Hill Lane. Evan stated the proposed route should have included that extension as part of what is being requested, which David Knight confirmed. David Knight stated if the proposed route is approved, then BKV would work right away with the developer to get Phase 10 in the works and they would not need to access the northern gas well site at all.

Evan Roberts asked if BKV would considered any other options other than the proposed route in which David Knight stated that coming off of Hwy 114 is not an option BKV would consider.

Evan Roberts stated if there are no more comments, he requested a motion. David Jodray proposed a motion to deny the proposed route in which Tom Simerly seconded the motion with all other committee members present in favor of the denial.

The proposed transportation route was denied.

BKV Barnett, LLC – Sloan B Pad

Jackie Montgomery with BKV presented the revised transportation route. The current transportation route is off of Bailey Boswell going north on Wagley Robertson and turning onto Mount Vista which is completed all the way out. The BKV lease road is off of Mount Vista onto the Sloan B pad. Their access to the gas well site changed due to new development in the area and Mount Vista is a new road. Truck traffic will be the same as there is only one well on the pad which would be about one tank truck a month. Mount Vista is a very wide road which works in BKV's favor for truck traffic to the gas well site which was done as part of the agreement with the developer.

Evan Roberts stated if there are no more comments, he requested a motion. Tom Simerly proposed a motion to approve the revised transportation route in which David Jodray seconded the motion with all other committee members present in favor of the approval.

The revised transportation route was approved.

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BKV Barnett, LLC – Villa Blakley K, M, N, and W Pads

Jack Montgomery with BKV presented the revised transportation route. The transportation route comes off of John Day Road onto Rancho Canyon Way and follows Rancho Canyon Way west then turning left onto the lease road and accessing the gas well sites off of the lease road. The lease road accesses four different pad sites off of the one main entrance. Rancho Canyon Way was due to development and it was agreed that once Rancho Canyon Way was finished, BKV would use Rancho Canyon Way to access their gas well sites.

BKV gas well traffic use to come off of John Day Road turning right on their TCU lease road down to the Blakely gas well sites, but due to development, their access lease road was no longer available to the gas well sites which are south of Rancho Canyon Way. Rancho Canyon Way is a wide road which can handle the gas well truck traffic.

Tom Simerly asked if Rancho Canyon Way is completed. Jackie Montgomery advised that it is and actually reaches Sendera Ranch Road to the west.

David Jodray asked if Jackie Montgomery could show how the existing transportation route differs from the revised transportation route. Jackie stated they went north up John Day Road and turned onto their TCU lease road which has BKV gas well sites. Jackie was not sure if there is a preliminary plat in discussion to develop in the area of the TUC lease, but she knows that the area is being looked at to annex into the City of Fort Worth. Once Rancho Canyon Way was built, it cut off BKV's lease road to the gas well sites south of Rancho Canyon Way.

Evan Roberts asked, who did BKV have an agreement with to use Rancho Canyon Way? David Knight advised the developer, Lennar Homes, and Greenbrick, who owns the TCU lease property north of Rancho Canyon Way, were both responsible for the build out of Rancho Canyon Way to the west. Evan Roberts asked if there were any houses facing Rancho Canyon Way in which Tom Simerly stated there would be no houses facing Rancho Canyon Way.

Tom Simerly motioned to approve the Villa Blakely K, M, N, and W transportation route with Esteban Perez with Water Department seconding the motion. Committee members present were all in favor of the revised transportation route.

Revised transportation route approved.

BKV Barnett, LLC – Villa Blakley J and L Pads

Jack Montgomery with BKV presented the revised transportation route. The transportation route comes off of John Day Road onto Rancho Canyon Way and follows Rancho Canyon Way to the west then turning left onto the lease road and accessing the gas well sites off of the lease road. The lease road accesses two different pad sites off of the one main entrance. Rancho Canyon Way was due to development and it was agreed that once Rancho Canyon Way was finished, BKV would use Rancho Canyon Way to access their sites. Same scenario as new development cut off the current lease road once Rancho Canyon Way was developed.

David Jodray stated that since the other route was approved, was BKV asking for the same route to be approved again, or just the extension west to the to the lease road for the Villa Blakley J and L pads which Jackie advised, the extension.

Esteban Perez with Water Department advised about the revised transportation route crossing an under construction 8" public sewer main and requested BKV get with the Program Manager, Khal Jaafari, and Developer, Max Miller with Rocky Creek Crossing. The sewer main is approximately 6'

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deep and there should be no conflict, however Esteban requested BKV check with TPW regarding the 36" RCP in the vicinity.

Evan Roberts stated if there are no more comments, he requested a motion. Esteban Perez proposed a motion to approve the revised transportation route in which Tom Simerly seconded the motion with all other committee members present in favor of the approval.

The revised transportation route was approved.

There were no other items to present.

Meeting Adjourned.