

# July 29, 2016 Gas Drilling Review Committee Meeting Notes



## GAS DRILLING REVIEW COMMITTEE MINUTES

July 29, 2016

3:00 p.m.

Pre-Council Chambers 2<sup>nd</sup> Floor - City Hall

1000 Throckmorton Street

### 1. Introduction to City Staff

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

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

We are ready to begin our Gas Drilling Review Committee Meeting.

Allison: We will deal with our agenda in the order that it is. We will ask the operator to present their case first, then we will do a citizen's presentation and each person is allotted 15 minutes, the public will present in the order that they are called and there will be staff responses.

Today all of the items we are reviewing are transportation routes. For transportation routes, the Gas Drilling Review Committee only makes recommendations as of the acceptability of the proposed route. It does not have to do with the drilling of the site at all, just the transportation route itself.

#### **Devon Energy – Lau (Pad C) TRANSPORTATION ROUTE**

My name is Laura Anderson, with Devon Energy, located at 1209 CR 1304 Bridgeport Texas, 76426. I am presenting the transportation route for the Lau well site. This is an existing route and we will be accessing of FM156 and south of 114 Hwy.

Allison: Has the transportation route been changed? Or is this an existing route?

## July 29, 2016 Gas Drilling Review Committee Meeting Notes

Laura: No, this is just for the pad site permit. This is in existence since the well was drilled.

Allison: Does anyone have a concern?

No concerns

The next items are the Jarvis Chief A, B & C

### **Devon Energy – Jarvis Chief (Pad B) & Jarvis Chief (Pad C) – (TRANSPORTATION ROUTES)**

Laura Anderson – These ones are also existing routes, the reason for this review is that we are applying for pad site permits.

Allison – Does anyone have a concern with these routes?

No comments

### **Citizen Comments**

No citizens appeared on this item.

### **Devon Energy – Jarvis Chief (Pad C) Jarvis Chief Gas A (TRANSPORTATION ROUTES)**

Laura – This one is also accessed of 287 and Hicks Field Road and you turn right, right before you get to the B pad.

Allison – And this route serves two well sites: the Chief C and the Chief Gas A.

Laura – Correct

Allison – Are there any concerns from the Committee?

No Comments

### **Citizen Comments**

No citizens appeared on this item.

Allison – That would be all of the Devon transportation routes for today, they are all acceptable, and we will move the two XTO sites, which are temporary transportation routes.

### **Beechwood A**

Bob Manthei with XTO Energy, at 810 Houston St, presents Beechwood A and Beechwood E transportation routes.

Bob Manthei: There have been some changes in the last 24 hours. The Beechwood A route is no longer available. The road has been cut and we don't have a way to get into the site. The day before yesterday, they cut it and now all is barricaded off.

Allison: Where was the road cut, Bob?

Bob: The road is cut right here (please see exhibits). D.R. Horton is in the process of building right here and originally when we built the site; we used to come off 114 and into our lease road. The Railroad took that out. With the construction of Double Eagle Blvd they cut the road here so this is the only route available to us.

Allison: Bob, is there an opportunity to go south there? On that road that looks like Fire Ridge, essentially parallel to Double Eagle.

## July 29, 2016 Gas Drilling Review Committee Meeting Notes

Bob: This road?

Allison: South of Double Eagle, if you got to the intersection of Double Eagle and Fire Ridge and went south, and then get a new road.

Bob: There is not an existing road right there. I was able to call someone yesterday and I explained the situation to him that with this construction and the other construction we have no access to the site and what they agreed to do was, they are going to build a road out here. So we are going to use the southbound lane once they get that done, we will be able to come off 156. This is the other end that is going out of 156.

Allison: The railroad Crossing.

Bob: The railroad crossing, they actually cut the railroad tracks here. I was able to contact their supervisor on site yesterday afternoon. I explained the situation to him that with this construction and the other construction that they have cut us off and that we have no emergency access to get to the site, so we called his boss and what they agreed to do is they are going to build a pad here where trucks can get on to this part of the boulevard and there is enough of the pad south of there. All of this has been built and constructed they agreed to do in conjunction with D.R. Horton as well. They are going to allow us to use the southbound lane coming in because they are in the process of pouring concrete on the northbound lane. So we are going to use the southbound lane while they finish their construction. Once they get that done, our trucks will move over to the north side. And we will actually be coming off 156.

Allison: Tom (Simerly), are you concern with them using Double Eagle before it is accepted right there?

Tom Simerly: What's your traffic down there?

Bob: Our well production is about 40 or 50 barrels a day, so we have one tank transport truck going to that site every three days.

Bob: The questions I have here is, D.R. brought this to the City in 2014 and this is their proposed road over here, my question is when all of this was being approved by Planning and Development it would have been so much easier for everybody if it had been stipulated that D. R. Horton had to give us an alternative access. And that way we would not have had any issues with temporary routes, or driving through the neighborhoods or having periods where we could not access the site with our vehicles or even emergency vehicles. This has been in planning for two years but never got communicated between them and us. When they applied for this, we could have identified this was going to take our access route, we could have made provisions to have this before all this other stuff happened and we could have had continued access to the site. This is fairly common with a lot of our transportation routes I have another ten examples where we have the same problem. One other issue, I guess, this is our surface use agreement with the land owner for our pad, if this sidewalk continues on, it would go through the pad site.

Tom Simerly: So what is the use on this side?

Bob: I think it's going to be commercial, retail.

Bob: So since we are not going to be able to use the route we were ready to submit today for approval, can we ask that this route is approved?

Allison: We are not going to be able to approve this route today since we did not notify.

## July 29, 2016 Gas Drilling Review Committee Meeting Notes

Tom Simerly: That is certainly a better option than driving through the subdivision.

Bob: I would like to bring up that if we could bring the developer into GDRC and explain why this is going on it would make it easier.

Allison: OK, thank you. Is there anybody here from the neighborhood to speak?

Rusty Fuller: I am Rusty Fuller; I am with the North Fort Worth Alliance and also representing Beechwood Creek HOA. Working with XTO now we understand what is happening. The neighborhood is quite upset about what's happening. The other piece of this is we would like to see some better planning. Allowing a developer to cut off access and forcing the gas well operator to drive their trucks through the neighborhoods is not something that ought to be allowed. There's got to be better planning. I know they are working with the railroad, but that's Horton's problem. When there is another route, then you can cut off access.

Tom Simerly: Good luck with putting pressure on the railroad; they are an entity within themselves.

Rusty: They sure are, but the bottom line is that people don't want these trucks going through their neighborhoods. So in the future, I believe there ought to be some coordination that says to the developer that they cannot begin construction until they get the new access built. We have been very lucky to be able to work with the gas well drillers, minimizing the impact on the neighborhoods.

Tom Simerly: Sometimes these developers like to ignore that there is an easement in place when they plan these projects. It is very hard for us. If you look at an aerial of that area all the gas well roads that are out there it is hard for us trying to coordinate between the developers and the gas well operators. We try.

Rusty: As you probably already know, as development happens farther west of 35W, you are going to get into more well sites. You have to take a look at how you are going to handle this in the future, as the past is behind us. Another thing that I would like to ask is that for organizations like ours, we get the notifications and then we have to contact the HOA's it takes us three weeks to do that, just because we are volunteering organizations, so if we could get a little bit more notice it would be helpful.

### **Beechwood E**

Bob Manthei: That is no longer a temporary route. This will have to be the permanent route unless the developer changes it. With TX Dot redoing the Frontage road access it is real difficult getting in and out of the site. This is all completed now; there is no curb cut there, so we can't get in from TX Dot. The only way we will be able to access this pad is from this Blvd. behind Buc-ee's and what the developer did because this is all torn up and no longer accessible, they gave us a temporary route here to get to all these roads. We no longer have access from the exit ramp, so we are going to have to come down to Buc-ee's Blvd., come to down Pilgrim Way and then at this point. This infrastructure is planned to be built, so they are going to give us a temporary easement, from here down to our existing lease road into our pad. Once this gets built and this gets developed, this will go away and this will have to become the new access point.

Allison: So why wouldn't your permanent access be from the access road? Why would you go around the outlet mall?

Bob: We can't get to it from here because it is a divided boulevard.

Cornell: Could they set the (median) nose further back?

## July 29, 2016 Gas Drilling Review Committee Meeting Notes

Bob: We couldn't make a turn with an 18 wheeler.

Tom: Once the frontage is complete, why couldn't you turn directly to the pad site?

Bob: For what I understand TX Dot would not do it.

Cornell: The City wouldn't move the nose of that median back, so you can get access to your site?

Bob: I don't know. Would they?

Allison: It is worth asking.

Bob: This is between the City and the developer.

Allison: Tom could you follow up with that?

Tom: What was the question?

Allison: If they could move the nose of that median back, so they can get access to their pad site.

Tom: My understanding is that they will be starting construction in September, so some of these roads are already in process. Have you been in contact with the developer?

Bob: Yes, the original plan was to have access off of Frontage Road, but from what I understand is that they couldn't get approval from TX Dot. I can offer one suggestion, and that is with this street being here, there would be enough room for a truck to come in and turn and then we can come back out the same way. So basically we can stay on the access road until we get the outlet to come in this way, and then go back out that way, but that is not in the plans and I don't know if the City allows that. I don't know who's looked at it and I don't know what the process is.

Tom: (inaudible)...if there's going to be a median

Bob: There's a Median, and of course this is a conceptual drawing, but it looks there's a turning lane.

Tom: What is the traffic to the site?

Bob: This one is going to be a little bit more frequent. I don't expect it to be more than one truck a day.

Tom: Buc-ee's traffic is obviously significant.

Bob: I have reservations about trying to cross here.

Tom: The traffic signal for that intersection is in the ordinance.

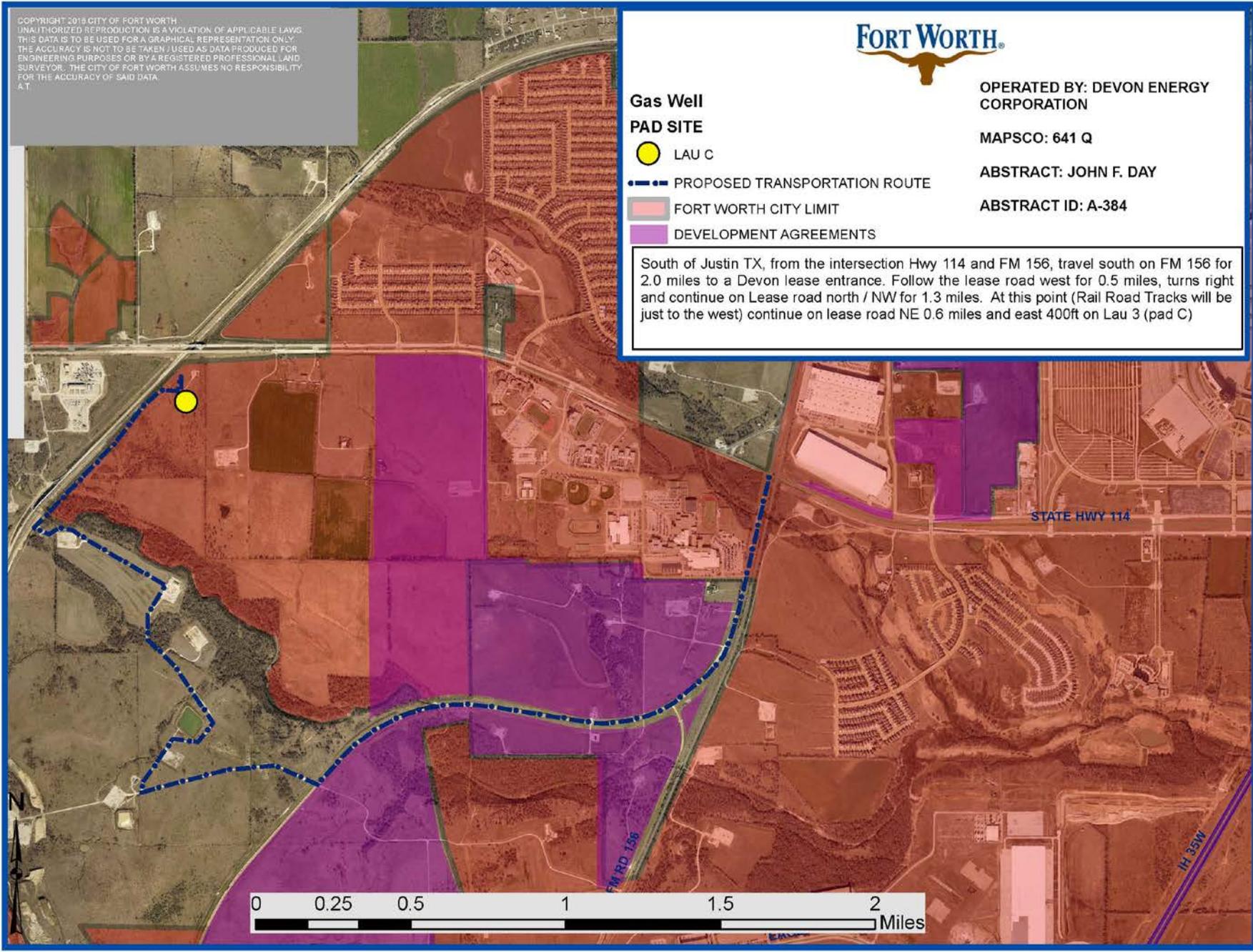
Bob: So do I need to come back next month for this one?

Allison: No, I think this one is close enough. Does anyone have questions? Are there any comments from the public? So I think this proposed transportation route is good.

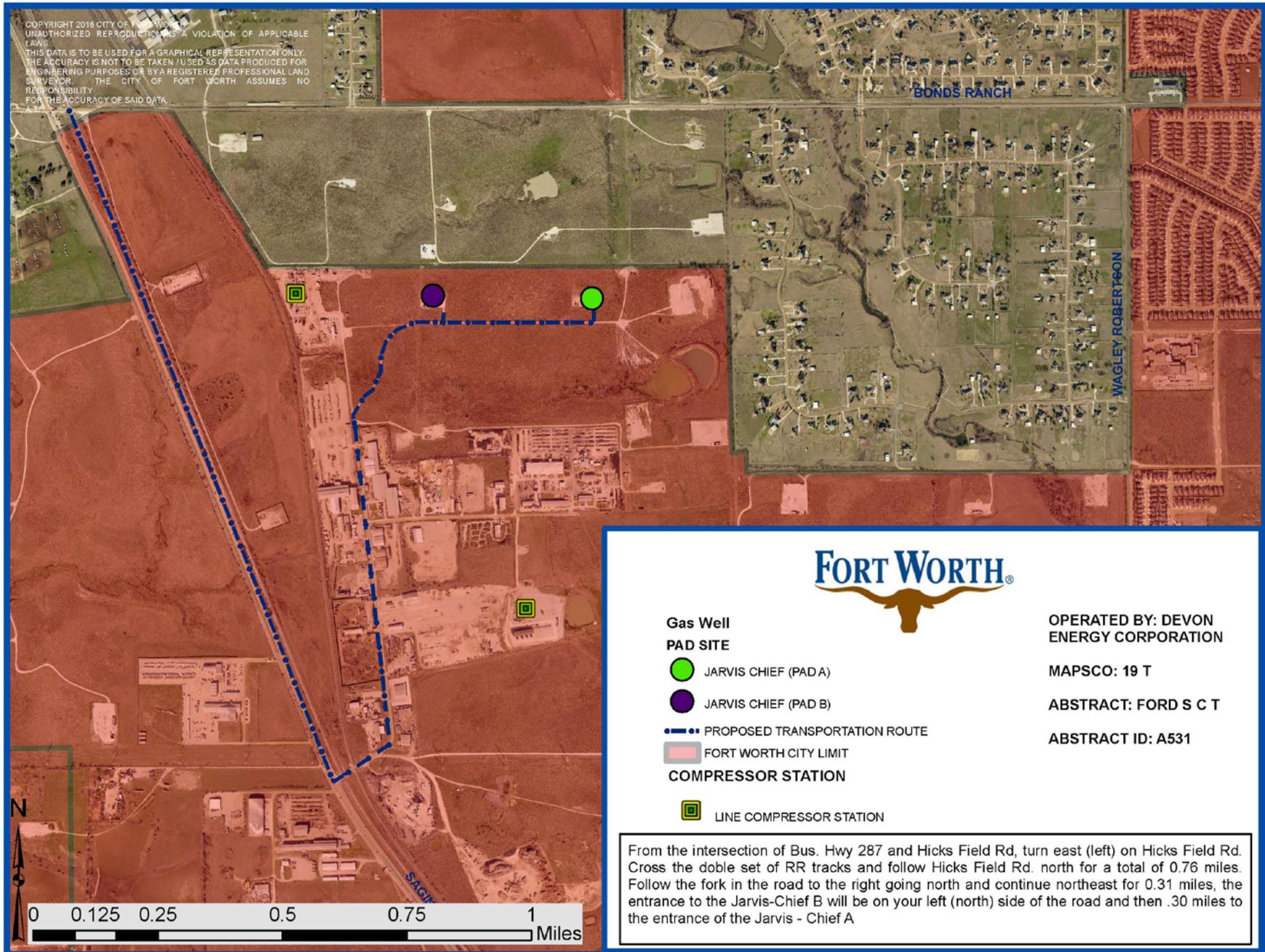
Laura Anderson: The same exact thing is happening to Devon, the developers are cutting our access off. This is the speedway, the speedway distribution; anyway, what happened here was the same thing. I get the phone call that they totally cut our access off, and it took close to a week for us to gain access again. What I want to hit home is if we can be involved somehow early on in the process so these things can be prevented and the second thing that happens with these is that this particular lease this developer has not worked well with us. We usually have good relationships with the developers, but not in this case.

Allison: Meeting adjourned.

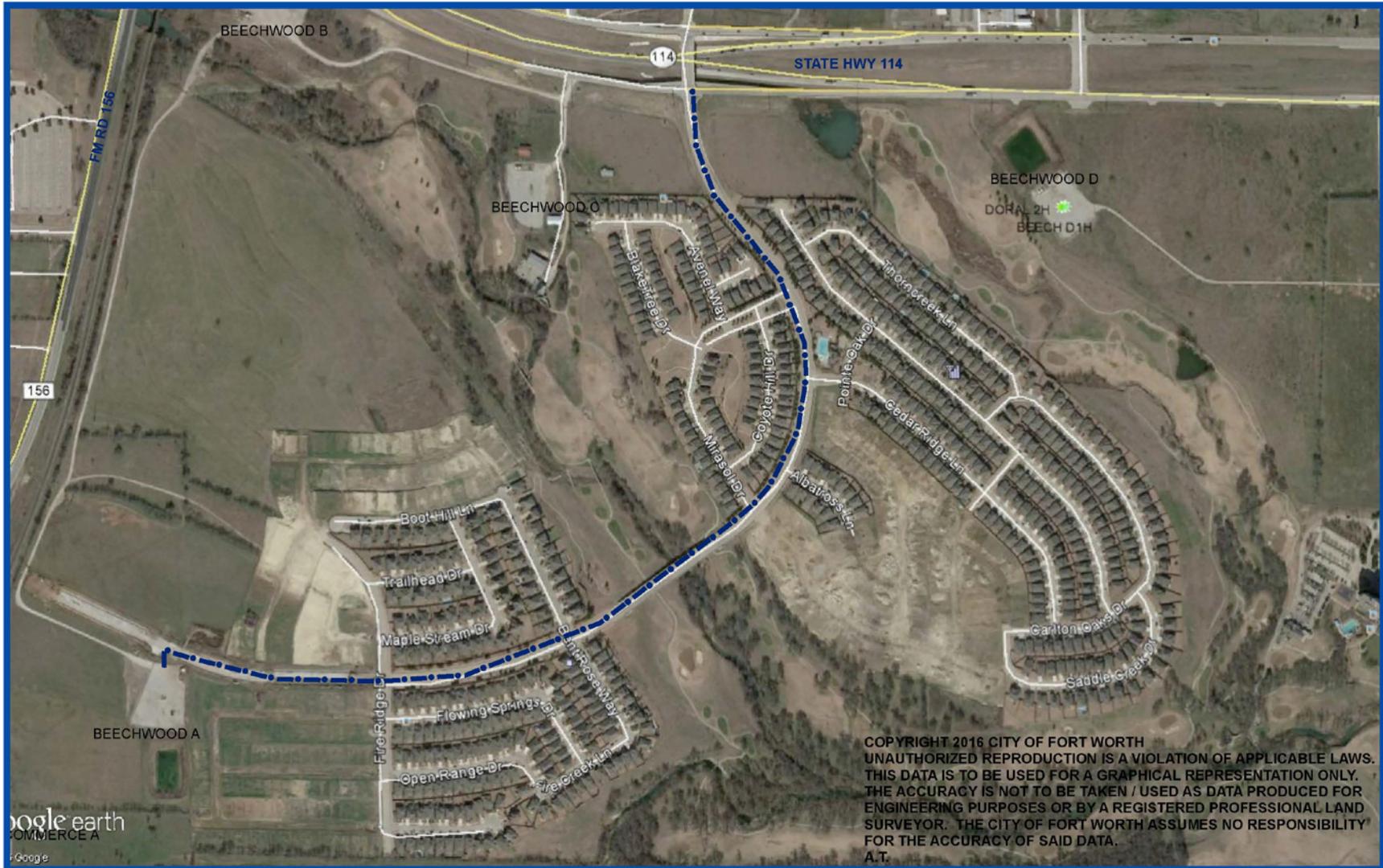
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**TEMPORARY TRANSPORTATION ROUTE** ABSTRACT: A M FELTUS  
**BEECHWOOD A** ABSTRACT ID: A1464A  
**OPERATED BY: XTO ENERGY** MAPSCO: 642 V



— — — PROPOSED TRANSPORTATION ROUTE

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	TEMPORARY TRANSPORTATION ROUTE	ABSTRACT: GW SHAMBLIN		PROPOSED TRANSPORTATION ROUTE
	PAD SITE: BEECHWOOD E	ABSTRACT ID: A1191A		APPROVED TRANSPORTATION ROUTE
	OPERATED BY: XTO ENERGY	MAPSCO: 643 T		