

Lockheed Martin Corporation

Semiannual Monitoring Report for

Stephens' Kangaroo Rat (SKR)

December 2004 – June 2005

Beaumont Sites 1 and 2

Beaumont, California

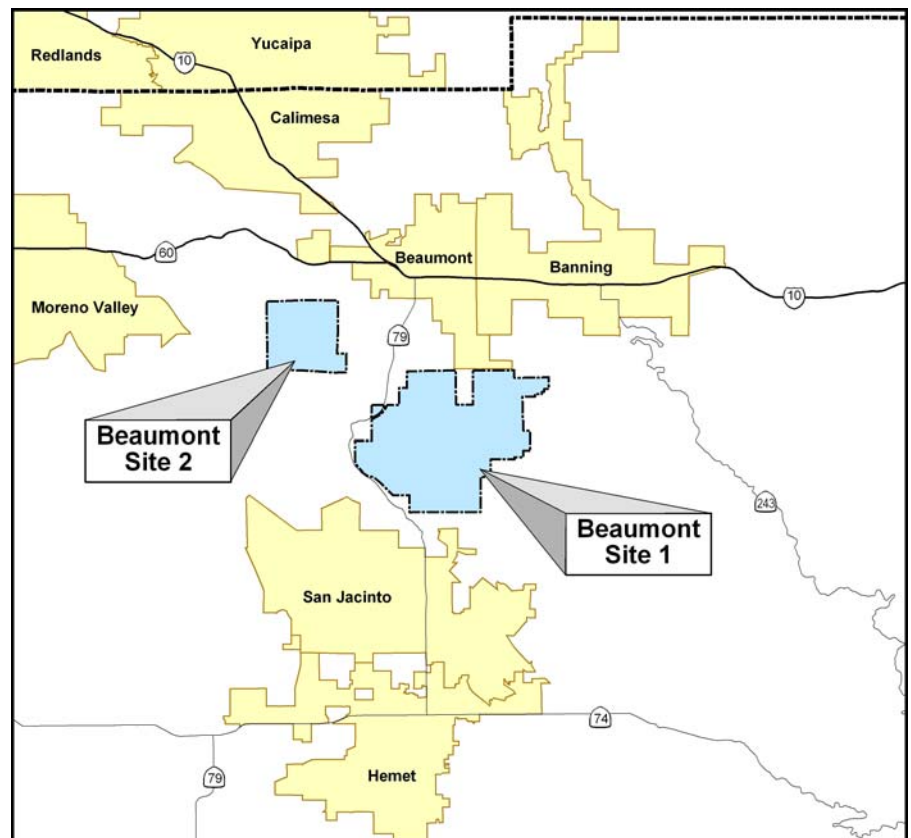


Prepared for
Lockheed Martin Corporation
Burbank, California

Prepared by
Tetra Tech, Inc.
San Bernardino, California

and

SJM Biological Consultants
San Diego, California



September 2005

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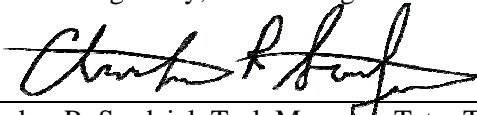
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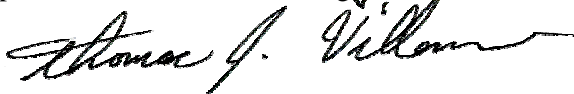
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SECTION 1.0 INTRODUCTION

This Semiannual Stephens' Kangaroo Rat (*Dipodomys stephensi*) (SKR) Monitoring Progress Report (Report), prepared by SJM Biological Consultants (SJMBC) and Tetra Tech, Inc. (Tetra Tech) on behalf of Lockheed Martin Corporation (LMC), has been submitted in accordance with the United States Fish and Wildlife Service (USFWS) April 15, 2004 verbal request for semiannual SKR monitoring reports. This report documents SKR monitoring activities and avoidance measures implemented during the course of environmental activities performed at the former LMC Beaumont Potrero Creek (Site 1) and LMC Laborde Canyon (Site 2) properties (collectively referred to as the Beaumont Sites) (Figure 1-1). The report also documents SKR monitoring activities associated with the purchase and sale (P&S) agreement between LMC and the California Department of Fish and Game (CDFG) for Site 1. The reporting period for this report is December 16, 2004 to June 15, 2005.

The objective of the SKR monitoring activities is to ensure that the approved avoidance measures are properly implemented and that environmental activities and sale-related activities performed at the Beaumont Sites do not result in a "take" of the federally-listed endangered and state-listed threatened SKR. The SKR monitoring and avoidance measures for environmental activities were approved by USFWS with conditions stated in a letter to LMC dated May 27, 2004. The SKR monitoring activities and avoidance measures for the P&S activities required as conditions of sale for Site 1 were approved by USFWS in a Formal Intra-Service Section 7 Consultation dated December 28, 2004 and subsequent Reinitiation of Formal Intra-Service Section 7 Consultation dated May 18, 2005 (Appendix A).

This document is organized into six (6) sections:

- Section 1 - Introduction: This section describes the SKR monitoring objectives and the contents and organization of this document;
- Section 2 - Background: This section provides information regarding the historical regulatory activities associated with SKR at the Beaumont Sites including the development of the USFWS-approved SKR monitoring activities and avoidance measures;

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- Section 3 - Monitored Activities: This section provides a brief description of the activities conducted at the Beaumont Sites during the reporting period which were subject to SKR monitoring {Property Sale Activities [Exhibit H Implementation, Habitat Creation in the Exhibit H Offset Areas], Environmental Activities [Soil/Groundwater/Surface Water Investigation Activities, Geophysical and Seismic Investigations, Munitions and Explosives of Concern (MEC) Surveys, and Site Maintenance Activities]};
 - Section 4 - Implemented SKR Monitoring and Avoidance Measures: This section discusses the SKR monitoring and avoidance measures implemented at the Beaumont Sites during the reporting period;
 - Section 5 - Results and Conclusions: This section discusses the results of the mitigation measures and conclusions regarding the impacts to SKR at the Beaumont Sites; and
 - Section 6 - References: This section provides a list of all documents used in the preparation of this Report.

SECTION 2.0 BACKGROUND

There are two general types of activities being conducted at the Beaumont Sites: environmental activities and activities linked to the P&S agreement of Site 1 (property sale activities). The following subsections describe the history of the regulatory consultation processes for the two types of activities at the Beaumont Sites. Copies of all formal correspondences cited in this section are attached in Appendix A.

2.1 PROPERTY SALE ACTIVITIES

On December 31, 2003, the majority of the Site 1 property was purchased from LMC by the Wildlife Conservation Board of the CDFG. Included in the P&S agreement were fourteen (14) actions or activities that the buyer wanted implemented as part of the sale. The list of actions or activities was inserted into the agreement as Exhibit H. Further, it was determined that the implementation of the Exhibit H activities would disturb approximately 1.5 acres of habitat and had the potential to result in “take” of SKR.

After several written and/or verbal exchanges, LMC submitted a letter to CDFG dated December 1, 2004, providing a tasking matrix and mitigation measures necessary to complete the items in Exhibit H. The letter identified the habitat that would potentially be disturbed during the implementation of Exhibit H and the measures to be taken to mitigate those impacts. Mitigation for this potential habitat disturbance was agreed to be the establishment of new SKR habitat at a 1:1 ratio (1.5 acres) through the removal of concrete and asphalt at former LMC operational areas, collectively known as the Offset Areas.

The impacts to the SKR and its habitat were documented in a biological opinion prepared by the USFWS dated December 28, 2004. This memorandum documented the USFWS Formal Intra-Service Section 7 Consultation process for the Exhibit H and Offset Area activities and granted clearance to LMC to conduct the Exhibit H and Offset Area work with stated conditions. The consultation was reinitiated in early 2005 to add SKR trapping/holding/releasing procedures and the USFWS issued another memorandum, dated May 18, 2005, documenting the Reinitiation of Formal Intra-Service Section 7 Consultation process. The December 28, 2004 USFWS

memorandum details the SKR avoidance and mitigation measures to be implemented in conducting Exhibit H activities and during the SKR habitat creation in the Offset Areas. In the May 18, 2005 USFWS memorandum, the trapping/holding/releasing process was approved with stated conditions and trapping limits. As a result of these consultation proceedings, CDFG was issued a “take” permit from the USFWS for conducting the Exhibit H activities with a condition that permanent habitat areas be created in Offset Areas to offset the temporary impacts to SKR during the Exhibit H activities. Tetra Tech contracted SJMBC to monitor the Exhibit H and Offset Area activities and implement the USFWS- and CDFG-approved SKR avoidance measures as stipulated in the two memorandums.

2.2 ENVIRONMENTAL ACTIVITIES

LMC is required to conduct groundwater and soil investigations and, if necessary, remediation at the Beaumont Sites under Consent Order No. 88/89-034 issued by the California Department of Toxic Substances Control on June 14, 1989. The purpose of the environmental investigations is to evaluate if chemicals used during LMC’s historical operations impacted soil and groundwater at the Beaumont Sites. The environmental actions include, but are not limited to, groundwater and surface water characterization, soil characterization, MEC survey and clearance work, geophysical studies, and maintenance tasks related to site operations.

Prior to initiating the 2004 environmental field investigations, LMC communicated with the USFWS and the CDFG to discuss the potential impacts to SKR related to the field investigations. After several written and verbal exchanges, LMC submitted a revised environmental investigation tasking matrix in a letter to USFWS dated May 19, 2004. The revised tasking matrix was also provided to CDFG for review and comments. The letter and matrix described the “no affect” investigation activities and the monitoring activities and avoidance measures that would be implemented for such activities so that there would be no resulting “take” of SKR. The USFWS approved the tasking matrix with conditions in a letter to LMC dated May 27, 2004. Tetra Tech contracted SJMBC to monitor the environmental investigation activities and implement the USFWS- and CDFG-approved SKR avoidance measures as stipulated in the May 19, 2004 revised tasking matrix.

SECTION 3.0 MONITORED ACTIVITIES

The primary activities conducted at the Beaumont Sites, subject to SKR monitoring, during the reporting period included the following:

- Property Sale Activities (at Site 1 only):
 - Exhibit H Implementation Activities; and
 - Exhibit H Offset Area SKR Habitat Creation;
- Environmental Activities (at Sites 1 and 2):
 - Soil Investigation Activities;
 - Groundwater Investigations;
 - Geophysical and Seismic Investigations;
 - MEC Surveys; and
 - General Site Maintenance Activities.

Brief descriptions of the primary and ancillary activities for each of these categories are provided in the following subsections. Supporting photographs of activities linked to the Site 1 P&S agreement and environmental activities conducted at both sites during this reporting period are attached in Appendix C.

3.1 PROPERTY SALE ACTIVITIES

The locations of each Exhibit H action item, as detailed in the December 1, 2004 LMC to CDFG letter, are shown in Figure 3-1. A summary of Exhibit H and Offset Area activities conducted during the reporting period is presented in the following subsections. Work on Exhibit H items and Offset Areas that were not initiated as of June 15, 2005 (Exhibit H Items 8, 9, 11, 12, and 14; and Offset Areas 4, 5, 6, and 7) will be detailed in subsequent reports.

3.1.1 Exhibit H Item 1 - Removal of Identified Trash and Debris (Initiated May 19, 2005 - Ongoing)

This task includes the removal of trash and debris observed by the CDFG around the former operational facilities and in the Potrero Creek wash. A sweep for trash and debris was conducted in some of the former LMC operational areas. This work has been conducted with a four-wheel drive pick-up truck, hand tools, and when necessary for large debris removal, a backhoe. The balance of the task will be completed during the next reporting period.

3.1.2 Exhibit H Item 4 - Fill Concrete Structure with Clean Soil (Completed on May 27, 2005)

This task originally included filling an unknown concrete structure with clean soil, with the intent of preventing SKR or other wildlife from falling into the structure and becoming trapped. The biological monitor determined that there were no burrows present within the immediate area that would have been disturbed in the process of removing the structure. CDFG was consulted and it was decided that the more beneficial option was to remove the concrete structure and fill the remaining excavation with clean soil. The structure was removed and disposed of at a local landfill, and the excavation was filled to ground level with clean fill from nearby SKR-free areas.

3.1.3 Exhibit H Item 5 - Remove Rebar from Concrete Pad Northwest of Building 315 (Completed May 20, 2005)

This task included the removal of protruding rebar and foundation J-bolts on the former building foundation northwest of Building 315. This task was completed using a portable power generator and reciprocating saw. The metal removed was stockpiled with other metal removed at a paved staging area on-site until it could be sent offsite for recycling.

3.1.4 Exhibit H Item 6 - Eliminate Access to Building 304 (Completed May 25, 2005)

This task included eliminating access to Building 304. This task was accomplished by sealing the doorway and former air conditioning openings using masonry blocks and cement mortar. All work and vehicles were confined to the asphalt paved road in front of Building 304.

**3.1.5 Exhibit H Item 7 - Remove Above-Ground Storage Tank West of Building 304
(Initiated May 27, 2005)**

This task included the removal and disposal of the steel water storage tank located on the hilltop above Building 304. The tank was removed from the hill on May 27, 2005 using a tracked excavator and placed on the adjacent asphalt paved roadway until it could be removed from the site for metal recycling.

3.1.6 Exhibit H Item 10 - Lead Paint Removal (Completed May 19 -21, 2005)

This task included the removal of lead-based paint remaining on the concrete and masonry walls of Buildings 304, 311, 312 and 325. The paint was removed by using multiple applications of chemical stripper and scraping with hand tools. Any remaining residual paint was removed by the spot use of a pressure washer. All paint removed and wash water captured from the pressure washer was disposed of as Resource Conservation and Recovery Act (RCRA) lead-based paint waste at an appropriate offsite disposal site. Multiple layers of plastic sheeting were used to protect the ground surface around each building and to collect and contain the paint removed and any pressure washing residual waste. Sheeting was removed daily following the abatement activities and new sheeting was placed the following day, when necessary.

3.1.7 Exhibit H Item 13 - Remove Electrical Enclosure South of Building 315 (Completed May 26, 2005)

This task included the removal of chain-link fencing that comprised the former electric transformer enclosure south of Building 315 and adjacent to the former motor washout area. This task was accomplished using a portable power generator and reciprocating saw. The fence posts were sawed off at grade and the remaining posts in place were filled with clean soil from nearby SKR-free areas. All fencing materials were stockpiled with other metal items onsite until they were taken offsite for recycling.

3.1.8 Offset Areas - SKR Habitat Creation

Eight separate Offset Areas on Site 1 were designated for the creation of SKR habitat by removal of existing concrete pads and asphalt roads (Figure 3-1). The eight Offset Areas had a total of 33 concrete pads (ranging from one to thirteen pads in each area) and some associated asphalt parking or access roads. A total of 1.5 acres of concrete (1.16 acres) and asphalt (0.34 acres) was identified for removal. All excavation and pavement removal (0.35 acres of concrete and 0.22 acres of asphalt) on Offset Areas 1, 2, 3, and 8 were completed during the December 16, 2004 through June 15, 2005 monitoring period. Concrete and asphalt removal at Offset Areas 4, 5, 6, and 7 were not initiated prior to June 15, 2005.

The concrete pads and asphalt roads in the Offset Areas were removed using the following procedures: The vegetation around each offset area was cleared using hand pushed mowers and string trimmers, allowing SKR burrows to be visible for biological monitoring. A small, wheeled “stomper,” approximately the same size and appearance as a forklift, was then used to fracture the concrete. The stomper was driven over the surface of the concrete while the device’s hammer struck the concrete surface at regular intervals. Next, a tracked excavator was used to pull up the fractured concrete foundations and separate the concrete from the steel reinforcement consisting of either rebar or wire mesh. The concrete pieces were then loaded into dump trucks using an excavator or a front-end loader. The dump trucks transported the concrete for offsite disposal or re-use onsite in cooperation with CDFG. Once all gross removal was complete, the excavator was used to rake each area, removing all remaining large concrete and asphalt debris, and then to backfill the removal area to grade, using clean fill dirt from nearby SKR-free areas. Upon completion of heavy movement activities, the area was hand-cleared of remaining pieces of concrete, asphalt, and debris by teams on foot using rakes and wheel barrows. Lastly, soil conditions were restored to conditions suitable for SKR habitat.

Most of the concrete removed was used for road repair in areas washed out by storms. The road repair locations are shown on Figure 3-2. Foundation footings and pilings too large to use for road repair, and all asphalt were loaded into end dumps and transported to a local landfill for

disposal. The rebar and other scrap metal were separated and stockpiled at a paved staging area on-site, then hauled off-site for recycling.

3.2 ENVIRONMENTAL ACTIVITIES

3.2.1 Soil Investigation Activities

The only soil investigation-related activity conducted during this period was the removal of 55-gallon drums containing investigation derived wastes (IDW) from soil boring activities which were conducted prior to December 15, 2004 at the Beaumont Sites. At Site 1, on March 18 and 21, 2005, a total of 135 drums of soil were removed from the concrete pads at the catalytic oxidation (CatOx) treatment unit (73 drums) and air stripper compound (62 drums). At Site 2, on February 16, 2005, 102 drums of soil were removed from the concrete pad at the former assembly building. Contents of the drums were emptied into roll-off bins using a forklift with a drum turner attachment. All roll-off bins containing soil and the empty drums were transported offsite for disposal or recycling.

3.2.1 Groundwater/Surface Water Investigation Activities

Groundwater investigation activities conducted at the Beaumont Sites during the monitoring period included groundwater level measurements and groundwater/surface water sampling.

Groundwater levels were measured from 108 wells on March 28 and 30, 2005 and again on June 1 and 2, 2005. Wells were accessed either by foot or using a pick-up truck. The groundwater elevations were measured using a hand-held water level meter. In addition, the presence of surface water was documented at nine locations on Site 1.

Groundwater and surface water sampling activities were performed at 7 groundwater wells and at 4 surface water locations at Site 1 from December 15 through 17, 2004. Groundwater sampling was conducted at 5 groundwater wells on February 16, 2005 at Site 2. Surface water samples were collected at 9 locations on March 31, 2005 at Site 1. Figure 3-3 shows the monitoring well and surface water locations at Site 1 and Figure 3-4 shows the monitoring well locations at Site 2.

The sampling activities consisted of accessing surface water locations and/or groundwater wells by foot or by using a pick-up truck equipped with a trailer. The wells were purged and sampled with portable sampling equipment stowed in the truck and trailer. At Site 1, purged groundwater was temporarily stored in a container on the trailer and was periodically transferred to a 5,000-gallon above-ground storage tank located at the CatOx unit. The purged water at Site 2 was transferred directly into 55-gallon drums located at each of the wells, and the trailer was not used for temporary water storage.

3.2.2 Geophysical And Seismic Investigations

In preparation for seismic reflection geophysical surveys at Site 1, a one day test was performed with the biological monitor in an area of very low SKR density but with high habitat potential, in order to evaluate the potential impact the geophysical activity may have on the SKR. Several artificial SKR burrows were drilled and monitoring microphones were placed in the artificial burrows. The 1,000 pound and smaller portable weights were then dropped at various distances and angles around the artificial burrows. Based on sound recordings in the burrows and on the ground surface, it did not appear the ground vibrations or sounds from the weights dropping should have any long term impacts on the SKR. But this is a complex issue that has not been very well studied, so in the interest of safety for the SKR, it was decided to delay seismic reflection surveys with the large weight drop until the Low-Effect Habitat Conservation Plan is in place.

After consulting with the USFWS, a pilot test consisting of seismic refraction and reflection geophysical surveys was conducted at Site 2 between April 25 and 27, 2005. Conditions at this site allowed for a much smaller weight (20 pounds) to be used for the weight drop. It was agreed that the combination of the small weight and the use of avoidance measures would provide the SKR the necessary protection. Equipment for these geophysical surveys included a pick-up truck, lines of geophones placed along the surface in each area surveyed, a 20-pound sledge hammer, and a metal strike plate. The hammer and the strike plate were used to generate a subsurface seismic wave that reflects and refracts off of subsurface structures. These reflected and refracted waves are then recorded with the geophones and used to image the subsurface.

3.2.3 MEC Surveys

After discovering several rounds of unfired munitions at Site 1 in April 2005, an MEC survey was immediately initiated. Prior to initiating any subsurface MEC investigations, the USFWS was contacted and briefed on the MEC situation. The USFWS indicated that human health and safety should take precedence over the SKR. They indicated that the Unexploded Ordnance (UXO) technicians should do what is reasonable to minimize any impacts to the SKR and their habitat but the MEC surveys should proceed as necessary. The first phase of the MEC surveys involved traversing historic operational areas on foot using various metal detectors to locate metallic objects at or immediately below the ground surface. This phase also included a minimal amount of subsurface investigation with hand shovels.

The second phase of the MEC investigation was more robust and included extensive mowing, subsurface electromagnetic geophysical surveys, and excavation of the metal anomalies identified by the geophysics. The mower was supported by a water truck for potential fire suppression. The truck and tractor used paved or compacted dirt roadways to traverse between operational areas. The water truck remained on roadways to serve as fire watch. Because no fires occurred during this activity, the water truck never traveled off-road. The truck and tractor were able to follow vehicle SKR avoidance measures at all times, thus minimizing potential SKR impact. So far, all MEC-related excavation has been limited to hand shovels, thus minimizing potential SKR impact. The Riverside County Sheriff's Department has been mobilized three times to dispose of potentially hazardous MEC discovered at the site. These disposal activities involve placing a small amount of explosives immediately adjacent to the MEC item and detonating it. The explosives detonate and/or demilitarize the MEC item. The MEC survey areas are presented in Figure 3-5.

3.2.4 Maintenance Activities

Several items of scheduled and unscheduled site maintenance were conducted during the reporting period. New high security doors were installed at Building 315 in an attempt to stop theft and vandalism. These new doors were installed on January 18, 24, 25, and 26, 2005. Testing and

repair to the air conditioner at Building 315 were also conducted during this time. Only pick-up trucks confined to paved roadways were used for these tasks; therefore, SKR monitoring was not necessary.

Phone lines were repaired several times during the reporting period. Repairs were completed by Verizon and required the use of a bucket manlift truck parked off the edges of the main access road in order to repair overhead lines. The biological monitor flagged any burrows and supervised vehicle travel and the use of load-spreading devices, thus preventing SKR impact. Repairs were conducted on February 3, 2005 and March 2 and 3, 2005.

Planned maintenance consisted of vegetation clearing and mowing around Building 315, its revetment, the adjacent trailer, inside and around fenced compounds of the air stripper and CatOx units, and areas around main roads leading to Building 315 and the treatment systems. These activities were conducted between May 30, 2005 and June 17, 2005. Mowing and vegetation clearing was conducted using hand-pushed mowers, string trimmers, and other hand-operated tools. Mowing crews did not disturb any SKR burrows. Additionally, pathways leading to monitoring wells were cleared. This was necessary for the biological monitor to locate and flag burrows preceding vehicle access to wells. The same hand-mowing methods as Building 315 and treatment systems were used; in addition, the tractor was used on June 21, 2005 using a water truck for dedicated fire watch. The water truck stayed on paved or compacted dirt roads adjacent to areas being mowed and did not travel off-road.

SECTION 4.0 IMPLEMENTED SKR MONITORING AND AVOIDANCE MEASURES

All activities performed by Tetra Tech and sub-contractors during the reporting period were conducted during daylight hours in the presence of a biological monitor under the supervision of a Section 10 (a) permitted biologist. In order to assure that there were no “takes” of SKR or damage to SKR habitat, the biological monitor implemented the following monitoring and avoidance measures:

- Pre-investigation or construction SKR surveys;
- Educational briefings to work crews on SKR avoidance;
- Monitoring and guidance of vehicles and equipment;
- Load-spreading mats to avoid disturbances to SKR burrows; and
- Trapping of SKR in designated habitat enhancement zones during excavation.

A summary of these monitoring and avoidance measures is presented in the following subsections. Representative photographs of various monitoring and avoidance activities implemented are provided in Appendix C.

4.1 PRE-INVESTIGATION OR CONSTRUCTION SKR SURVEYS

Prior to the resumption and initiation of work activities at the Beaumont Sites during this reporting period, either SJMBC biologist Steve Montgomery or biological monitor Dan Grout conducted a preliminary survey of each proposed work area in order to evaluate whether the field work at each location would meet the “no affect” requirements. Sites were surveyed for SKR, and active SKR burrows were marked with pin-flags. Burrows were also flagged along roadways to clearly delineate any acceptable access routes.

Off-road access routes were surveyed and the path with the least number of SKR burrows was delineated. In some areas, access routes and work/staging areas were delineated from areas with high burrow densities with stakes and flags, in an attempt to keep vehicles and equipment at least 15 feet from most active SKR burrows. Existing paved or compacted dirt roads were used as access routes to the maximum extent possible. Pre-investigation work site reconnaissance for environmental activities were done prior to each individual event. Pre-investigation work site reconnaissance for Exhibit H activities and Offset Area work began on April 11, 2005. Daily SKR surveys of each work area were performed immediately prior to each scheduled activity throughout the reporting period to ensure that all active SKR burrows were properly identified.

4.2 EDUCATIONAL BRIEFINGS

The biological monitor gave educational briefings on SKR and burrow avoidance to Tetra Tech employees and subcontractors upon entrance to the Beaumont Sites. The biological monitor provided information about the appearance of SKR burrows and measures to avoid SKR burrows while driving, parking, staging materials, and working. All work crews were instructed not to drive off of asphalt and concrete roads without first obtaining on-site clearance from the biological monitor.

Workers were instructed to do the following: 1) stay at least 15 feet away from SKR burrows (pin-flagged in designated work zones); 2) stay within green-flagged access routes and work zones; and 3) do not park vehicles and/or equipment over active SKR burrows. Workers were also informed as to the manner by which vehicles were to be driven in the vicinity of SKR burrows (Section 4.3). In addition, workers were instructed that the biological monitor needed to be present prior to any and all off-road activity in order to identify potentially affected SKR burrows and install weight-distributing mats whenever necessary. Workers were given refresher training sessions periodically throughout the project at daily tailgate safety meetings.

4.3 VEHICLE GUIDANCE

The biological monitor guided all vehicles to each work area and established the limits of work zones and staging areas. Most work locations were accessible from paved roads or existing dirt roads with compacted soil from decades of use. When access to any work zone required off-road travel in an area with active SKR burrows, an access route to the work zone was delineated with a line of green pin flags and burrow entrances near the access routes were marked with pink/red/orange pin flags. All access routes were selected with the goal of avoiding SKR burrows, employing the following priorities: 1) utilizing the existing road network, 2) utilizing existing two-tracks, trails, compacted or bare ground, and 3) utilizing the shortest route having the smallest number of active SKR burrows and least amount of native vegetation. In most instances, it was possible to access most locations without driving over active SKR burrows. Vehicles and activities were monitored at all times that equipment was operated off paved roads.

One aspect of the fire-risk abatement program included mowing thick grass and dry vegetation around the work areas utilizing a John Deere tractor equipped with large weight-distributing tires. This was the only allowable and unmonitored off-road vehicle activity that occurred on the site as part of this project. Additionally, the operator of the tractor was instructed to limit traveling over previous paths. Off-road use of water trucks, requiring careful SKR monitoring, was not necessary, as no fire-related emergencies occurred.

4.4 LOAD-SPREADING MEASURES

For access routes where driving over active SKR burrows was unavoidable, load-spreading mats (2-foot by 2-foot by $\frac{3}{4}$ inch plywood sheets, or 4-foot by 8 foot plastic Alturnimats™) were placed over active SKR burrows in order to avoid disturbance from the vehicles. The larger load-spreading mats (Alturnimats™) were used in areas where multiple burrow entrances existed to ensure adequate coverage. Vehicle operators were guided so that tires avoided or straddled burrows while driving over load-spreading mats. Vehicles were operated with tire pressure less than 60 pounds per square inch. Vehicles moved slowly and turned in gentle arching motions, thus

minimizing substrate disturbance. Mats were removed immediately after completion of activities at each work zone and mats were never left in place overnight. Larger and heavier vehicles used during this period included two water trucks, an excavator, a front end loader, a back-hoe, three 4-yard dump trucks, and three end-dump trucks. The off-road use of heavy vehicles was avoided, but when necessary, 4-foot by 8-foot plastic Alturnimats™ were used to disperse the weight and avoid impacts to SKR burrows.

4.5 SKR TRAPPING

When the possibility of impacts to SKR could not reasonably be avoided using all other measures, the trap method of SKR avoidance was used. SKR were trapped and held by the biological monitor, who then released all SKR to original trapped locations upon completion of each task.

While avoidance and use of mats were sufficient for most work activities, this trap method of avoidance was conducted around the perimeter of concrete pads removed at Offset Areas 2 and 3. As a precautionary measure, silt fencing (two-feet high and buried 12-inches deep) was installed around Offset Areas 2 and 3 in a U-shaped pattern to prevent SKR in adjacent areas from moving into the work area during the trapping and construction period. The opening in the installed silt fence was sealed when trapping commenced by placing silt fabric-wrapped hay bales across the opening. Locations of silt fences were delineated by the biological monitor to avoid SKR burrows, and installation of silt fencing was monitored.

While a silt fence was installed at Offset Area 4 during this reporting period, it was subsequently removed when all pad demolition work at Offset Area 4 was omitted from the task list. Offset Area 4 was omitted because it was determined that there were too many SKR in the long access route and work zone than could be avoided, even by trapping, due to the soft alluvial soils and high density of SKR. The 0.04 acres of habitat creation work scheduled for Offset Area 4 was replaced with habitat creation by removal of an additional 0.04 acres of asphalt at Offset Area 6 after discussions with USFWS and CDFG in May 2005 which preceded the June 30 correspondence from Tetra Tech to CDFG (Appendix A).

For each work area requiring SKR trapping, procedures were followed as specified by USFWS in their May 18, 2005 Memorandum regarding the re-initiation of Formal Intra-Service Section 7 Consultation for activities related to the acquisition of Site 1. Trapping was conducted 3 to 5 days prior to any disturbance activity, with no more than 3 nights of trapping, using modified Sherman live-traps. Traps were set and baited at sunset and checked at midnight and sunrise. Trapping logs were kept, thus ensuring that each uniquely marked trap location was checked and closed at dawn and collected upon completion of trapping. No rain, cold temperatures, or inclement weather conditions occurred during the trapping nights that would have posed any risk to SKR.

Each trapped SKR was processed and transferred unmarked into a new individually marked clean ventilated secure terrarium with soil from the trap site, fresh seed, and artificial burrow (6-inch section of aluminum tubing). The terraria were stored in a secure, climate-controlled Tetra Tech facility in San Bernardino.

Trapped SKR were checked daily to ensure that they were in good health and had sufficient food and water. The facility was checked daily to ensure that it was staying at a suitable temperature. Each individual SKR was held between one to four days before being released to its previous trap location upon completion of work activities. Most were held from 2 to 3 days. If the original burrows had been incidentally destroyed as a necessary part of the habitat enhancement activity, then new artificial burrows were drilled into the restored habitat within 50 feet of their original burrow and capture site.

Trapping and holding of SKR was only conducted at Offset Areas 2 and 3 during this reporting period. A total of 50 traps were set at Offset Areas 2 and 3 for three consecutive nights each. Traps were set at Offset Area 2 from May 20 through 22, 2005 and Offset Area 3 from May 22 through 24, 2005. A total of 27 SKR were captured and held, including 12 SKR from Offset Area 2 and 15 SKR from Offset Area 3.

SKR captured at Offset Area 2 were released unharmed and in good health back to each original location of capture on the evening of May 23, 2005 without being held longer than 3 days. SKR captured at Offset Area 3 were released unharmed and in good health at each point of capture on the evening of May 26, 2005 with no individual SKR being held longer than 4 days.

SECTION 5.0 RESULTS AND CONCLUSIONS

The SKR monitoring and avoidance measures implemented at the Beaumont Sites from December 16, 2004 through June 15, 2005 followed those specified in the USFWS- and CDFG-approved avoidance measures in the May 19, 2004 tasking matrix and USFWS Intra-Service Section 7 Consultation as detailed in the December 28, 2004 and May 18, 2005 memoranda.

All environmental activities conducted by Tetra Tech and subcontractors at both Sites 1 and 2 fell within the “no affect” category for SKR impact, as defined in the May 19, 2004 tasking matrix. All property sale activities conducted by Tetra Tech and subcontractors at Site 1 met the conditions in the December 28, 2004 and May 18, 2005 memoranda. All SKR impact avoidance measures were implemented successfully, resulting in the avoidance of any observed negative effects on SKR, burrows, or habitat during environmental activities.

All work activities performed by Tetra Tech and subcontractors were conducted in the presence of a biological monitor. In order to assure that there was no “take” of SKR or damage to SKR habitat, the biological monitor implemented monitoring and avoidance measures.

Surveys, educational measures, monitoring, vehicle guidance and load-spreading mats were sufficient to avoid impacts to SKR during most work activities, and trapping SKR was only necessary at Offset Areas 2 and 3. The access route to Offset Area 4, however, had high densities of SKR burrows and extremely soft alluvial soils, thus any load-distributing measures would have been ineffectual in avoiding crushing burrows. SKR habitat creation at Offset Area 4 was eventually dropped and replaced with an equivalent area (0.04 acres) of habitat creation at Offset Area 6 after approval by the CDFG and USFWS via phone and email correspondence in May 2005.

No SKR were found to be harmed at both sites during this project reporting period. Furthermore, as a result of activities conducted at Site 1, there were two beneficial impacts: the removal of thick forbs and grasses by vegetation clearance and the creation of additional SKR habitat area.

The reduction of thick herbaceous cover was accomplished in several areas of Site 1 as a result of mowing of the thick grasses. The temporary reduction in height of herbaceous plants by mowing

was done for several reasons as follows: for the purpose of fire suppression along access routes and in work zones; for assistance in locating SKR burrows for pre-investigation or construction SKR surveys; and for MEC survey site clearance. This mowing may assist in maintaining suitable habitat for SKR after record rainfall amounts resulted in thick growth of grasses and forbs. Thick grasses and forbs are generally not favored by SKR, as they prefer more sparsely vegetated grasslands. Such vegetation thinning would be expected to assist SKR in continuing to move throughout the otherwise dense and impenetrable herbaceous ground cover. Subsequent winter and spring vegetation growth however, might eventually mask the long-term positive impacts of the mowing on the grassland vegetation on the Site.

The amount of suitable SKR habitat on Site 1 increased during the reporting period due to the creation of SKR habitat by removal of unsuitable concrete and asphalt at Offset Areas 1, 2, 3, and 8. Trapping of SKR for avoidance proved successful, as all 27 SKR captured at Offset Areas 2 and 3 were released unharmed and in good health at their point of capture on or before May 26, 2005 without being held any longer than 4 days. Subsequent inspections of the former concrete pad areas in the four completed Offset habitat creation zones revealed that SKR were already foraging across some of the recently restored soil plots within one day of completion, with some SKR sign at the mouth of many of the artificially dug burrows provided for them.

SECTION 6.0 REFERENCES

The following regulatory correspondences were used in the preparation of this document and are included in Appendix A:

May 19, 2004 LMC letter to CDFG, revised “no affect” letter listing revised tasking matrix for remedial activities.

May 27, 2004 USFWS letter to LMC, acceptance of revised “no affect” tasking matrix.

December 1, 2004 LMC to CDFG, letter describing Exhibit H and Offset tasking matrix and intended mitigation efforts

December 28, 2004 USFWS to LMC, letter initiating Formal Intra-Service Section 7 Consultation and Issuing Biological Opinion for Exhibit H and Offset Activities.

May 18, 2005 USFWS to LMC, letter re-initiating the Formal Intra-Service Section 7 Consultation to address the SKR trapping/holding/re-release needed to accomplish the Offset Area activities.

June 30, 2005 Tetra Tech to CDFG, letter documenting change from Offset Area 4 to Offset Area 6 Additional Acreage.

APPENDIX A

REGULATORY CORRESPONDENCE

LMC Properties, Inc.

100 S. Charles Street, Suite 1400 Baltimore, Maryland 21201
Telephone 410.468.1020 Facsimile 410.468.1075



James J. DeNapoli
Vice President & General Counsel

December 1, 2004

State of California
California Department of Fish and Game
P.O. Box 220
Jamul, CA 91935

Attention: Dee Sudduth

RE: Mitigation of Beaumont Potrero Creek Property Exhibit H Activities

As stipulated in the Purchase and Sales (P&S) agreement for the Beaumont Potrero Creek property (herein referred to as "Site") with the State of California, Lockheed Martin Corporation (LMC) is required to complete the items presented within Exhibit H of the P&S agreement – *see Attachment 1*. As you are aware, several of the Exhibit H activities are expected to impact Stephens' kangaroo rat (SKR) habitat and may result in "take" of the species. Consequently, the California Department of Fish and Game (CDFG) (the current property owner) is required to obtain a "take" permit from the United States Fish and Wildlife Services (USFWS) prior to commencement of any activities which may impact SKR habitat. Per previous discussions with the CDFG, a condition for the issuance of the "take" permit is the establishment of permanent habitat areas (herein referred to as "offsets") to mitigate the expected "take" prior to the commencement of Exhibit H activities. LMC has identified several potential offsets based on CDFG preference for the removal of concrete and the USFWS requirement of a 1:1 ratio of offset to damaged SKR habitat. The proposed offsets are presented in this letter for CDFG and USFWS concurrence and approval prior to commencement of field activities.

As agreed upon with the USFWS and CDFG, the Exhibit H activities will require 1.5 acres of offsets to account for 1.22 acres of expected impact to SKR habitat while conducting Exhibit H activities and 0.28 acres for any incidental impacts. Based on visual field inspection and a biological survey to identify potential offsets, approximately 1.16 acres of accessible concrete and 3.96 acres of asphalt were identified as suitable areas for SKR habitat creation. In order to meet CDFG's preference for the removal of concrete, LMC has selected the entire 1.16 acres (see areas 1 through 8 of Attachment 2) of identified concrete and 0.34 acres (see areas 2, 3, and 7 of Attachment 2) of asphalt to meet the 1.5 acre offset requirement.

The concrete and asphalt demolition and removal will be supervised by a Section 10(a) permitted biologist (or subpermitted biologist) and will be performed using a pneumatic jack hammer and backhoe. The demolition debris will be stockpiled at a concrete staging area and subsequently removed from the Site.

Ms. Dee Sudduth
December 1, 2004
Page 2 of 2

After the concrete and asphalt removal has been completed, any remaining holes will be filled with imported clean soil to prevent ponding and ensure that the habitat created is suitable for SKRs. The offset activities are expected to be completed within 14 days of CDFG's concurrence.

Upon completion of the offset activities, LMC will notify the CDFG and USFWS to finalize the "take" permit process. Once the "take" permit is issued to CDFG by USFWS, LMC will commence the Exhibit H activities field activities. It is anticipated that the Exhibit H field activities will be completed within 180 days of CDFG receipt of the "take" permit.

Thank you for your support in this important issue. If you have any questions or comments regarding this matter, please feel free to contact Ms. Linda Gertler at (818) 847-0899.

Sincerely,



James DeNapoli
Vice President and General Counsel
LMC Properties, Inc.

Attachment 1 – Final Tasking Matrix for Field Activities, Exhibit H
Attachment 2 – Proposed Offset Areas

cc: Linda Gertler, LMC
Tom Paulek, CDFG
Randy Nagle, USFWS
Neil Shukla, Tetra Tech

Attachment #1
Final Beaumont / Potrero Property
Tasking Matrix for Field Activities - Exhibit H
October 15, 2004

Notes: For the purpose of this table, the following definitions apply for impacts to the Stephen's kangaroo rat (SKR):

- **No Affect:**
 - Any activity performed during daylight hours and observed by a biologist with a valid Section 10 (a) permit (Permitted Biologist) or a subpermittee under the supervision of a Permitted Biologist. The Permitted Biologist and his/her subpermittee (herein collectively referred to as "Biologist") will have the authority to cease any activity at any time if it is determined that SKR are being affected and therefore not avoided.
 - Any activity farther than 15 feet away from an SKR burrow.
 - Surface activities such as foot traffic, use of light vehicles/equipment (less than 60 pounds per square inch [psi] ground pressure), or mowing within 15 feet of an SKR burrow and with mitigation measures implemented. Mowing equipment may be driven over burrows entrances without mitigation measures provided that it is a one-time event. The Biologist will guide light equipment operators to ensure the tires of light equipment move around burrow entrances (i.e., straddle entrances) and or require the use of load distributing mats if driving over burrow entrances cannot be avoided. Tire pressure is approximately equal to ground pressure and 60 psi is the approximate ground pressure of a ¾ ton pickup truck. Many small tractors, small wheeled vehicles/equipment, and most tracked equipment have a ground pressure of less than 60 psi. All off road vehicle or equipment traffic will be limited to the same path in and out. All off road vehicle or equipment traffic will minimize impacts to the ground surface by moving slowly and turning in gentle arching motions.
 - Any surface activity with heavy equipment (greater than 60 psi ground pressure) with load mitigation measures implemented. Load mitigation measures include: flotation tires, load distributing mats (plywood, steel plates, or other) or some other form of weight distribution. Load distributing measures that cover a burrow entrance will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances. Activities requiring heavy equipment such as drilling will not take place within 15 feet of a burrow if ground disturbance is required.
- **May Affect:** Any surface activity (except such surface activities as foot traffic, use of light equipment - < 60 psi [less than 60 psi ground pressure], or mowing) within 15 feet of an SKR burrow without mitigation to avoid impacts. Tire pressure is approximately equal to ground pressure.
- **Affect / Take:** The harm, harassment, or death of any individual SKR. Any activity involving ground disturbance or the use of heavy equipment - > 60 psi (greater than 60 psi ground pressure) within 15 feet of an SKR burrow is considered a take. Tire pressure is approximately equal to ground pressure. For the purpose of this project, take will be measured by habitat disturbance meeting this definition due to either the activity or access to the site.

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
Item 1 Removal of identified trash and debris	4X4 pickup trucks (light equipment - < 60 psi) end-dump/bottom-dump trucks (heavy equipment - > 60 psi) backhoe (light equipment - < 60 psi) water truck (heavy equipment - > 60 psi)	Approximately One month	Usually in area of structures or former structures Some of the trash is imbedded in the ground or too heavy to remove by hand and may require use of a backhoe that may result in impacts to SKR Light truck - < 60 psi, light equipment - < 60 psi, and foot traffic off established roadways	Activities will be completed during daylight hours and observed by a biologist with a valid Section 10 (a) permit (Permitted Biologist) or a subpermittee under the supervision of a Permitted Biologist. The Permitted Biologist and his/her subpermittee will have the authority to cease any activity at any time if it is determined that SKRs are being affected and therefore not avoided. The Biologist will use best judgment to determine if burrows in work areas need to be flagged to aid workers in avoiding them. If so, flags will be placed near burrows in working areas and removed when task is completed. The Biologist will work with crew in determining the best way to remove any imbedded debris. Heavy equipments will be confined to existing roads. Any off-road use will be conducted on Biologist established acceptable route. The Biologist will actively guide the equipment operator to a specific site using the following priority for establishing the route: (1) the existing road network; (2) existing tracks, trails, compacted ground or bare ground; or (3) if off-road, the shortest route having the least amount of native vegetation and the smallest number of SKR burrows. If the selected route contains SKR burrows, the Biologist will guide the equipment operator to ensure equipment tires move around entrances (i.e. straddle entrances) and / or require the use of load distributing mats if driving over burrow entrances cannot be avoided. All off road vehicle or equipment traffic will be limited to the same path in and out. All off road vehicle or equipment traffic will minimize impacts to the ground surface by moving slowly and turning in gentle arching motions. Any equipment with a ground pressure of over 60 psi will not be allowed to operate within 15 feet of a burrow unless load spreading measures are implemented (floatation tires, load distributing mats [plywood and steel plates], etc.). Load distributing measures that cover a burrow	No effect for work in the side wash. The estimated take for all other activities is 0.1 to 0.15 acres	0.15 acres	The activity requires approval of internal Section 7 permit from the CDFG and USFWS. The activity will begin within 2-weeks of receiving the approved Permit from the CDFG and USFWS and will be completed within 180 days of Permit receipt. The work will be completed in stages and approval forms will be completed and signed by the CDFG representative as work progresses.

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
			<p>entrance will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances.</p> <p>Mowing may precede the activity and will be performed by either hand operated equipment or small tractor. Mower blades will be elevated 4 to 6 inches above the ground surface and be limited to the smallest area possible to protect burrow entrances. Where burrows are unavoidable, mowing equipment may be driven over burrows entrances provided that it is a one-time event during the activity.</p> <p>In establishing parking and supporting equipment (tools, containers, supplies, etc.) staging areas, the Biologist will select the parking and/or staging area using the following priority: (1) the existing road network; (2) existing tracks, trails or areas with compacted soils; (3) existing bare areas; or (4) if off-road, the selected area will have the least amount of native vegetation and the smallest number of SKR burrows. The selected staging area for the supporting equipment will not have burrows present. If burrows are present in the selected parking area, large sheets of metal or plywood will be placed under the vehicles to spread the weight. These sheets will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances.</p> <p>If vehicles need to be parked overnight, they will be parked on existing paved roads.</p> <p>Removed debris will be temporarily stockpiled at the supporting equipment staging area(s).</p> <p>In the side wash, a backhoe will be driven up existing trails or sandy areas within the creek. Debris will be collected by hand and placed in bucket of backhoe for removal. Equipment will be backed out using same access route and unloaded at the supporting equipment staging area.</p>				

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
Item 2 Removal of all personal property from Building 315 and spot weld doors closed (Note: activity to be completed when remediation is completed)	4X4 pickup trucks (light equipment - < 60 psi) welding equipment	One week	Light truck - < 60 psi and foot traffic near building anticipated No impacts to SKR	Activities will be completed during daylight hours. Access will be limited to existing roads. In establishing parking and supporting equipment (tools, containers, supplies, etc.) staging areas, the Biologist will select the parking and/or staging area using the following priority: (1) the existing road network; (2) existing tracks, trails or areas with compacted soils; (3) existing bare areas; or (4) if off-road, the selected area will have the least amount of native vegetation and the smallest number of SKR burrows. The selected staging area for the supporting equipment will not have burrows present. If burrows are present in the selected parking area, large sheets of metal or plywood will be placed under the vehicles to spread the weight. These sheets will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances. If vehicles need to be parked overnight, they will be parked on existing paved roads.	No affect	None	The activity will be initiated one month after environmental remediation activities are completed and the lead regulatory agency determines that "no further action" is required that LMC needs to manage from Building 315. The activity will be completed within 60 days from date of commencement.
Item 3 Transfer title to trailer located next to Building 315	N/A	N/A	Title transfer will not require on-site activities	None required.	No affect	None	The trailer transfer is planned for completion by summer 2004. LMC will get the permit transfer paperwork to CDFG by 180 days from close of escrow. (12/31/03)
Item 4 Fill 6-foot diameter structure at GPS point 37 with clean soil	4X4 pickup trucks (light equipment - < 60 psi) backhoe (light equipment - < 60 psi)	One day	Light truck - < 60 psi, light equipment - < 60 psi, and foot traffic off established roadways No impacts to SKR anticipated No burrows observed but SKR may have moved in the vicinity of the structure	Activities will be completed during daylight hours and observed by a biologist with a valid Section 10 (a) permit (Permitted Biologist) or a subpermittee under the supervision of a Permitted Biologist. The Permitted Biologist and his/her subpermittee will have the authority to cease any activity at any time if it is determined that SKRs are being affected and therefore not avoided. The Biologist will use best judgment to determine if burrows in work areas need to be flagged to aid workers in avoiding them. If so, flags will be placed near burrows in working areas and removed when task is completed.	Based on site visual inspection and review of site photos, SKR burrows were not observed within/near the structure. However, if burrows are identified within the structures, the approximate acreage of take is 0.001 acres	0.001 acres	The activity requires approval of internal Section 7 permit from the CDFG and USFWS. Additionally, the activity will be initiated within 2 weeks after environmental remediation activities are completed at the Site and DTSC determines that "no further action" is required for the feature. The activity will be completed within 60 days from date of commencement.

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
				<p>The Biologist will actively guide the equipment operator to a specific site using the following priority for establishing the route: (1) the existing road network; (2) existing tracks, trails, compacted ground or bare ground; or (3) if off-road, the shortest route having the least amount of native vegetation and the smallest number of SKR burrows. If the selected route contains SKR burrows, the Biologist will guide the equipment operator to ensure equipment tires move around entrances (i.e., straddle entrances) and / or require the use of load distributing mats if driving over burrow entrances cannot be avoided. All off road vehicle or equipment traffic will be limited to the same path in and out. All off road vehicle or equipment traffic will minimize impacts to the ground surface by moving slowly and turning in gentle arching motions.</p> <p>Mowing may precede the activity and will be performed by either hand operated equipment or small tractor. Mower blades will be elevated 4 to 6 inches above the ground surface and be limited to the smallest area possible to protect burrow entrances. Where burrows are unavoidable, mowing equipment may be driven over burrows entrances provided that it is a one-time event during the activity.</p> <p>Borrow site will be selected having <i>no</i> burrows and will be approved of by the Biologist. After removal of borrow material, borrow site will be re-dressed to slope edges (approximately 3:1).</p> <p>If there are no burrows around the structure, the structure will be crowned or mounded from the surface of surrounding area. If burrows are present near the structure, the structure will be filled.</p> <p>In establishing parking and supporting equipment (tools, containers, supplies, etc.) staging areas, the Biologist will select the parking and/or staging area using the following priority: (1) the existing road network; (2) existing tracks, trails or areas with compacted soils; (3) existing bare</p>			

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
<p>Item 5 Remove rebar from concrete pad northwest of Building 315</p>	<p>4X4 pickup trucks (light equipment - < 60 psi) welding equipment - < 60 psi water truck (heavy equipment - > 60 psi)</p>	<p>One day</p>	<p>Light truck - < 60 psi and foot traffic Welding equipment may be placed directly on the pad; wetting of surrounding vegetation for fire safety purposes No impacts to SKR anticipated</p>	<p>areas; or (4) if off-road, the selected area will have the least amount of native vegetation and the smallest number of SKR burrows. The selected staging area for the supporting equipment will not have burrows present. If burrows are present in the selected parking area, large sheets of metal or plywood will be placed under the vehicles to spread the weight. These sheets will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances. If vehicles need to be parked overnight, they will be parked on existing paved roads.</p>	<p>No affect</p>	<p>None</p>	<p>The activity requires approval of internal Section 7 permit from the CDFG and USFWS, and will begin within 2 weeks of receiving the Permit. The activity will be completed within 180 days of Permit receipt.</p>

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
				<p>If so, flags will be placed near borrows in working areas and removed when task is completed.</p> <p>Mowing may precede the activity and will be performed by either hand operated equipment or small tractor. Mower blades will be elevated 4 to 6 inches above the ground surface and be limited to the smallest area possible to protect burrow entrances. Where burrows are unavoidable, mowing equipment may be driven over burrows entrances provided that it is a one-time event during the activity.</p> <p>Heavy equipment will stay on established roadways.</p> <p>In establishing parking and supporting equipment (tools, containers, supplies, etc.) staging areas, the Biologist will select the parking and/or staging area using the following priority: (1) the existing road network; (2) existing tracks, trails or areas with compacted soils; (3) existing bare areas; or (4) if off-road, the selected area will have the least amount of native vegetation and the smallest number of SKR burrows. The selected staging area for the supporting equipment including welding equipment will not have burrows present. If burrows are present in the selected parking area, large sheets of metal or plywood will be placed under the vehicles to spread the weight. These sheets will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances.</p> <p>If vehicles need to be parked overnight, they will be parked on existing paved roads.</p>			
<p>Item 6 Eliminate access to Building 304 – door has been removed by vandals, may brick up opening</p>	<p>4X4 pickup trucks (light equipment - < 60 psi) welding equipment - < 60 psi Support truck</p>	<p>Two days</p>	<p>Light truck - < 60 psi and foot traffic Welding equipment may be placed directly on the pad; wetting of surrounding vegetation for fire safety purposes No impacts to SKR</p>	<p>Activities will be completed during daylight hours and observed by a biologist with a valid Section 10 (a) permit (Permitted Biologist) or a subpermittee under the supervision of a Permitted Biologist. The Permitted Biologist and his/her subpermittee will have the authority to cease any activity at any time if it is determined that SKRs are being affected and therefore not avoided.</p>	<p>No affect</p>	<p>None</p>	<p>The activity requires approval of internal Section 7 permit from the CDFG and USFWS. Additionally, the activity will be initiated 2 weeks after environmental remediation activities are completed and DTSC determines that "no further action" for the features is required within Building 304.</p>

Exhibit H Activity	Field Equipment (heavy equipment- > 60 psi)	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
			anticipated	<p>The Biologist will actively guide the equipment operator to a specific site using the following priority for establishing the route: (1) the existing road network; (2) existing tracks, trails, compacted ground or bare ground; or (3) if off-road, the shortest route having the least amount of native vegetation and the smallest number of SKR burrows. If the selected route contains SKR burrows, the Biologist will guide the equipment operator to ensure equipment tires move around entrances (i.e., straddle entrances) and / or require the use of load distributing mats if driving over burrow entrances cannot be avoided. All off road vehicle or equipment traffic will be limited to the same path in and out. All off road vehicle or equipment traffic will minimize impacts to the ground surface by moving slowly and turning in gentle arching motions.</p> <p>The Biologist will use best judgment to determine if burrows in work areas need to be flagged to aid workers in avoiding them. If so, flags will be placed near burrows in working areas and removed when task is completed.</p> <p>Mowing may precede the activity and will be performed by either hand operated equipment or small tractor. Mower blades will be elevated 4 to 6 inches above the ground surface and be limited to the smallest area possible to protect burrow entrances. Where burrows are unavoidable, mowing equipment may be driven over burrows entrances provided that it is a one-time event during the activity.</p> <p>Heavy equipment will stay on established roadways.</p> <p>In establishing parking and supporting equipment (tools, containers, supplies, etc.) staging areas, the Biologist will select the parking and/or staging area using the following priority: (1) the existing road network; (2) existing tracks, trails or areas with compacted soils; (3) existing bare areas; or (4) if off-road, the selected area will have the least amount of native vegetation and the smallest number of SKR</p>			The activity will be completed within 60 days from date of commencement.

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
<p>Item 7 Remove above-ground storage tank west of Building 304</p>	<p>4X4 pickup trucks (light equipment - < 60 psi) front-end loader (heavy equipment - > 60 psi) flat-bed truck (heavy equipment - > 60 psi) water truck (heavy equipment - > 60 psi)</p>	Two days	<p>Light truck - < 60 psi, heavy equipment - > 60 psi, and foot traffic Off-road activities may result in impacts to SKR Welding equipment may be utilized at the staging area to cut the tank. Wetting of the surrounding vegetation will be performed prior to the welding activities to ensure fire protection.</p>	<p>burrows. The selected staging area for the supporting equipment including welding equipment will not have burrows present. If burrows are present in the selected parking area, large sheets of metal or plywood will be placed under the vehicles to spread the weight. These sheets will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances. If vehicles need to be parked overnight, they will be parked on existing paved roads.</p> <p>Activities will be completed during daylight hours and observed by a biologist with a valid Section 10 (a) permit (Permitted Biologist) or a subpermittee under the supervision of a Permitted Biologist. The Permitted Biologist and his/her subpermittee will have the authority to cease any activity at any time if it is determined that SKRs are being affected and therefore not avoided.</p> <p>The Biologist will actively guide the equipment operator to a specific site using the following priority for establishing the route: (1) the existing road network; (2) existing tracks, trails, compacted ground or bare ground; or (3) if off-road, the shortest route having the least amount of native vegetation and the smallest number of SKR burrows. If the selected route contains SKR burrows, the Biologist will guide the equipment operator to ensure equipment tires move around entrances (i.e., straddle entrances) and / or require the use of load distributing mats if driving over burrow entrances cannot be avoided. All off road vehicle or equipment traffic will be limited to the same path in and out. All off road vehicle or equipment traffic will minimize impacts to the ground surface by moving slowly and turning in gentle arching motions.</p> <p>The Biologist will use best judgment to determine if burrows in the work area need to be flagged to aid workers in avoiding them. If so, flags will be placed near burrows in working areas and removed</p>	<p>Based on the 40' x 60' proposed work area around the AST and the 500' x 15' access road to the area, which can possibly be affected during the AST removal, the approximate estimated take is 0.25 acres</p>	0.25 acres	<p>The activity requires approval of internal Section 7 permit from the CDFG and USFWS. The activity will begin within 2-weeks of receiving the approved Permit and will be completed within 180 days of Permit receipt.</p>

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
				<p>when task is completed.</p> <p>Any equipment with a ground pressure of over 60 psi will not be allowed to operate within 15 feet of a burrow unless load spreading measures are implemented (floatation tires, load distributing mats [plywood and steel plates], etc.). Load distributing measures that cover a burrow entrance will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances.</p> <p>Mowing may precede the activity and will be performed by either hand operated equipment or small tractor. Mower blades will be elevated 4 to 6 inches above the ground surface and be limited to the smallest area possible to protect burrow entrances. Where burrows are unavoidable, mowing equipment may be driven over burrow entrances provided that it is a one-time event during the activity.</p> <p>In establishing parking and supporting equipment (tools, containers, supplies, etc.) staging areas, the Biologist will select the parking and/or staging area using the following priority: (1) the existing road network; (2) existing tracks, trails or areas with compacted soils; (3) existing bare areas; or (4) if off-road, the selected area will have the least amount of native vegetation and the smallest number of SKR burrows. The selected staging area for the supporting equipment including welding equipment will not have burrows present. If burrows are present in the selected parking area, large sheets of metal or plywood will be placed under the vehicles to spread the weight. These sheets will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances.</p> <p>If vehicles need to be parked overnight, they will be parked on existing paved roads.</p> <p>Tank will be removed with heavy equipment from current site and cut up at</p>			

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
<p>Item 8 Removal of wood ceiling and interior wooden structural components of Building 305 and fill concrete trench located in Building 305 foundation.</p>	<p>4X4 pickup trucks (light equipment - < 60 psi) end-dump/bottom-dump trucks (heavy equipment - > 60 psi) backhoe (light equipment - < 60 psi)</p>	<p>One week</p>	<p>Light truck - < 60 psi and foot traffic Mound of soil surrounding bunker may be disturbed and will require re-grading No impacts to SKR anticipated</p>	<p>the supporting equipment staging area. Activities will be completed during daylight hours and observed by a biologist with a valid Section 10 (a) permit (Permitted Biologist) or a supermittee under the supervision of a Permitted Biologist. The Permitted Biologist and his/her supermittee will have the authority to cease any activity at any time if it is determined that SKRs are being affected and therefore not avoided. The Biologist will use best judgment to determine if burrows in work areas need to be flagged to aid workers in avoiding them. If so, flags will be placed near burrows in working areas and removed when task is completed. Activities to be confined to existing roadways and structures. Borrow site will be selected having no burrows and will be approved of by the Biologist. After removal of borrow material, borrow site will be re-dressed to slope edges (approximately 3:1). In establishing parking and supporting equipment (tools, containers, supplies, etc.) staging areas, the Biologist will select the parking and/or staging area using the following priority: (1) the existing road network; (2) existing tracks, trails or areas with compacted soils; (3) existing bare areas; or (4) if off-road, the selected area will have the least amount of native vegetation and the smallest number of SKR burrows. The selected staging area for the supporting equipment will not have burrows present. If burrows are present in the selected parking area, large sheets of metal or plywood will be placed under the vehicles to spread the weight. These sheets will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances. If vehicles need to be parked overnight, they will be parked on existing paved roads.</p>	<p>May affect</p>	<p>Approximately 0.08 acres</p>	<p>The activity requires approval of internal Section 7 permit from the CDFG and USFWS. Additionally, the activity will be initiated 2 weeks after environmental remediation activities are completed and DTSC determines that "no further action" is required within Building 305. The activity will be completed within 60 days from date of commencement.</p>
<p>Item 9</p>							

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
Remove building 307	<p>4X4 pickup trucks (light equipment - < 60 psi)</p> <p>end-dump/ bottom-dump trucks (heavy equipment - > 60 psi)</p> <p>front-end loader (heavy equipment - > 60 psi)</p> <p>water truck (heavy equipment - > 60 psi)</p>	One week	<p>Light truck - < 60 psi, heavy equipment - > 60 psi, and foot traffic</p> <p>Supporting equipment - < 60 psi and building debris may be placed directly on soil</p> <p>Off-road activities may result in impacts to SKR</p>	<p>Activities will be completed during daylight hours and observed by a biologist with a valid Section 10 (a) permit (Permitted Biologist) or a subpermittee under the supervision of a Permitted Biologist. The Permitted Biologist and his/her subpermittee will have the authority to cease any activity at any time if it is determined that SKRs are being affected and therefore not avoided.</p> <p>The Biologist will use best judgment to determine if burrows in work areas need to be flagged to aid workers in avoiding them. If so, flags will be placed near burrows in working areas and removed when task is completed.</p> <p>Heavy equipment activities will be limited to a 30-foot perimeter around the building and existing roadways. Any equipment with a ground pressure of over 60 psi will not be allowed to operate within 15 feet of a burrow unless load spreading measures are implemented (floatation tires, load distributing mats plywood and steel plates), etc.). Load distributing measures that cover a burrow entrance will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances.</p> <p>The Biologist will actively guide the equipment operator to a specific site using the following priority for establishing the route: (1) the existing road network; (2) existing tracks, trails, compacted ground or bare ground; or (3) if off-road, the shortest route having the least amount of native vegetation and the smallest number of SKR burrows. If the selected route contains SKR burrows, the Biologist will guide the equipment operator to ensure equipment tires move around entrances (i.e., straddle entrances) and / or require the use of load distributing mats if driving over burrow entrances cannot be avoided. All off road vehicle or equipment traffic will be limited to the same path in and out. All off road vehicle or equipment traffic will minimize impacts to the ground surface by moving slowly and turning in gentle arching motions.</p> <p>Mowing may precede the activity and will</p>	<p>A loader will be used to demolish and remove the building. The loader will transport the debris on an unpaved road to the trucks that are parked on a wider paved road that is adjacent to Building 312. The estimated impact area is based on the 60' by 60' work area and the additional unpaved road impact area, which was estimated to be approximately 0.15 acres</p>	0.15 acres	<p>The activity requires approval of internal Section 7 permit from the CDFG and USFWS.</p> <p>The activity will begin within 2-3 weeks of receiving the approved Permit from the CDFG and USFWS and will be completed within 180 days of Permit receipt.</p>

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
Item 10 Reassess and re-abate lead paint in Buildings 325, 312, 311, and 304	4X4 pickup trucks (light equipment - < 60 psi) wet sand-blasters - < 60 psi support truck (heavy equipment - > 60 psi)	Once (2-3 days per structure)	Light truck - < 60 psi and foot traffic Construction of temporary structure Off-road activities may result in impacts to SKR	<p>be performed by either hand operated equipment or small tractor. Mower blades will be elevated 4 to 6 inches above the ground surface and be limited to the smallest area possible to protect burrow entrances. Where burrows are unavoidable, mowing equipment may be driven over burrows entrances provided that it is a one-time event during the activity.</p> <p>In establishing parking and supporting equipment (tools, containers, supplies, etc.) staging areas, the Biologist will select the parking and/or staging area using the following priority: (1) the existing road network; (2) existing tracks, trails or areas with compacted soils; (3) existing bare areas; or (4) if off-road, the selected area will have the least amount of native vegetation and the smallest number of SKR burrows. The selected staging area for the supporting equipment will not have burrows present. If burrows are present in the selected parking area, large sheets of metal or plywood will be placed under the vehicles to spread the weight. These sheets will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances.</p> <p>If vehicles need to be parked overnight, they will be parked on existing paved roads.</p>	<p>May take 0.15 acres</p> <p>Three (325, 311, 304) of the four structures will require temporary containment structures on the front of the Bunkers. The temporary structures will only be off set approximately 10' from the front of each Bunker, which is mostly paved. Building 312 structure will require the temporary structure to be on all four sides. Two of the four sides are unpaved and may have</p>	0.15 acres	<p>The activity requires approval of Internal Section 7 permit from the CDFG and USFWS. Additionally, the activity will be initiated 2 weeks after environmental remediation activities are completed and DTSC determines that "no further action" is required within Buildings 325, 312, 311, and 304.</p> <p>The activity will be completed within 60 days from date of commencement.</p>

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
				<p>The Biologist will actively guide the equipment operator to a specific site using the following priority for establishing the route: (1) the existing road network; (2) existing tracks, trails, compacted ground or bare ground; or (3) if off-road, the shortest route having the least amount of native vegetation and the smallest number of SKR burrows. If the selected route contains SKR burrows, the Biologist will guide the equipment operator to ensure equipment tires move around entrances (i.e., straddle entrances) and / or require the use of load distributing mats if driving over burrow entrances cannot be avoided. All off road vehicle or equipment traffic will be limited to the same path in and out. All off road vehicle or equipment traffic will minimize impacts to the ground surface by moving slowly and turning in gentle arching motions.</p> <p>If buildings need to be temporarily framed with plastic or other material during abatement, frame will be placed no further than 10 feet from building unless over existing paving. Supporting frame will be held in place by sandbags or other weights, stakes will not be driven into the ground. The Biologist will aid in design of temporary structure to further avoid impacts. The temporary structure will be removed from the site when task is completed.</p> <p>Mowing may precede the activity and will be performed by either hand operated equipment or small tractor. Mower blades will be elevated 4 to 6 inches above the ground surface and be limited to the smallest area possible to protect burrow entrances. Where burrows are unavoidable, mowing equipment may be driven over burrows entrances provided that it is a one-time event during the activity.</p> <p>Heavy equipment will be restricted to established roadways.</p> <p>Wash water will be captured.</p> <p>In establishing parking and supporting equipment (tools, containers, supplies, etc.) staging areas, the Biologist will select the</p>	<p>potential impact. Therefore, the impact area is estimated to be approximately 0.15 acres</p>		

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
Item 11 Abandon idle production wells at 3 locations	4X4 pickup trucks (light equipment - < 60 psi) cement truck and pumper (heavy equipment - > 60 psi)	3 days	Light truck - < 60 psi, heavy equipment - > 60 psi, and foot traffic No impacts to SKR anticipated	parking and/or staging area using the following priority: (1) the existing road network; (2) existing tracks, trails or areas with compacted soils; (3) existing bare areas; or (4) if off-road, the selected area will have the least amount of native vegetation and the smallest number of SKR burrows. The selected staging area for the supporting equipment will not have burrows present. If burrows are present in the selected parking area, large sheets of metal or plywood will be placed under the vehicles to spread the weight. These sheets will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances. If vehicles need to be parked overnight, they will be parked on existing paved roads.	No affect	none	The activity requires approval of internal Section 7 permit from the CDFG and USFWS. Additionally, the activity requires County of Riverside Department of Environmental Health and DTSC approval of the work plan. The activity will begin within 2-weeks of receiving the approved Permit from CDFG and USFWS and workplan approval from the County of Riverside Department of Environmental Health and DTSC. The activity will be completed within 180 days of Permit receipt.

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments	
				<p>Impacts to the ground surface by moving slowly and turning in gentle arching motions.</p> <p>The Biologist will use best judgment to determine if burrows in work areas need to be flagged to aid workers in avoiding them. If so, flags will be placed near burrows in working areas and removed when task is completed.</p> <p>Heavy equipment will be restricted to established roadways.</p> <p>Well casing will be perforated, the well will be grouted, and the well monument cut to existing ground surface. No surface disturbance activities will be performed. During grouting activities, all burrows in the area of the well will be covered to protect them from any accidental spills of grout. The covers will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances. Grout will be pumped into the well from existing roadway. Grout line will be placed on sheets of plywood to protect SKR in case of line burst.</p> <p>Mowing may precede the activity and will be performed by either hand operated equipment or small tractor. Mower blades will be elevated 4 to 6 inches above the ground surface and be limited to the smallest area possible to protect burrow entrances. Where burrows are unavoidable, mowing equipment may be driven over burrows entrances provided that it is a one-time event during the activity.</p> <p>In establishing parking and supporting equipment (tools, containers, supplies, etc.) staging areas, the Biologist will select the parking and/or staging area using the following priority: (1) the existing road network; (2) existing tracks, trails or areas with compacted soils; (3) existing bare areas; or (4) if off-road, the selected area will have the least amount of native vegetation and the smallest number of SKR burrows. The selected staging area for the supporting equipment will not have burrows present. If burrows are present in the</p>				

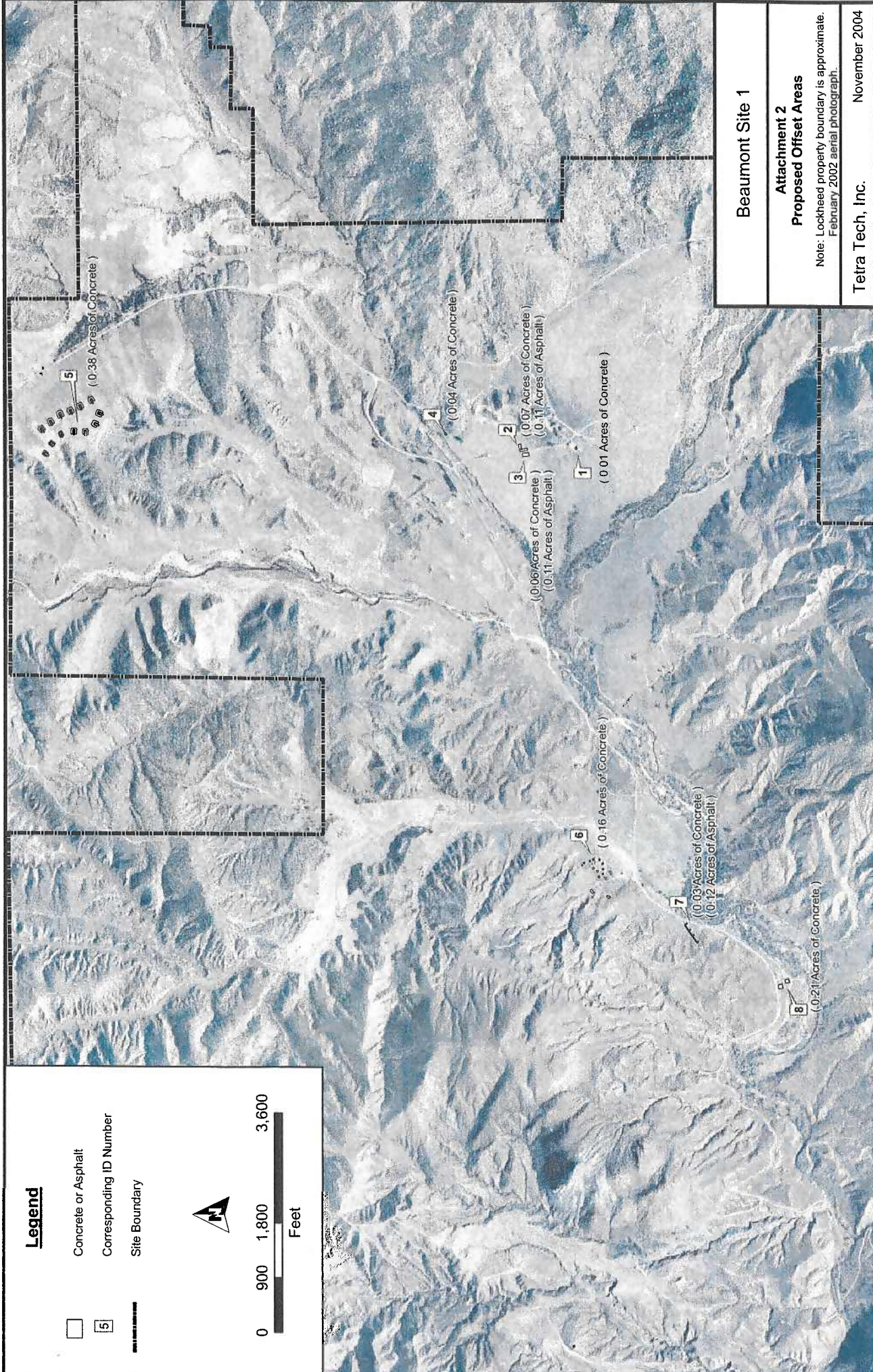
Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
Item 12 Remove air conditioning equipment about Building 305	4x4 pickup trucks (light equipment - < 60 psi) front end loader (heavy equipment - > 60 psi) water truck (heavy equipment - > 60 psi) flat-bed truck (heavy equipment - > 60 psi)	One day	Light truck - < 60 psi, heavy equipment - > 60 psi, and foot traffic Heavy equipment - > 60 psi will traverse open ground Off-road activities may result in impacts to SKR	selected parking area, large sheets of metal or plywood will be placed under the vehicles to spread the weight. These sheets will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances. If vehicles need to be parked overnight, they will be parked on existing paved roads. Activities will be completed during daylight hours and observed by a biologist with a valid Section 10 (a) permit (Permitted Biologist) or a subpermittee under the supervision of a Permitted Biologist. The Permitted Biologist and his/her subpermittee will have the authority to cease any activity at any time if it is determined that SKRs are being affected and therefore not avoided. The Biologist will use best judgment to determine if burrows in work areas need to be flagged to aid workers in avoiding them. If so, flags will be placed near borrows in working areas and removed when task is completed. The Biologist will actively guide the equipment operator to a specific site using the following priority for establishing the route: (1) the existing road network; (2) existing tracks, trails, compacted ground or bare ground; or (3) if off-road, the shortest route having the least amount of native vegetation and the smallest number of SKR burrows. If the selected route contains SKR burrows, the Biologist will guide the equipment operator to ensure equipment tires move around entrances (i.e., straddle entrances) and / or require the use of load distributing mats if driving over burrow entrances cannot be avoided. All off road vehicle or equipment traffic will be limited to the same path in and out. All off road vehicle or equipment traffic will minimize impacts to the ground surface by moving slowly and turning in gentle arching motions. Any equipment with a ground pressure of over 60 psi will not be allowed to operate	Based on the 40' x 40' proposed work area around the air conditioning equipment and the 200' x 15' access road from the paved roadway, the take is estimated to be 0.1 acres	0.1 acres	The activity requires approval of intermat Section 7 permit from the CDFG and USFWS. The activity will begin within 2- weeks of receiving approval from CDFG and USFWS, and will be completed within 180 days of Permit receipt.

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
				<p>within 15 feet of a burrow unless lead spreading measures are implemented (flotation tires, load distributing mats [plywood and steel plates], etc.). Load distributing measures that cover a burrow entrance will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances.</p> <p>Mowing may precede the activity and will be performed by either hand operated equipment or small tractor. Mower blades will be elevated 4 to 6 inches above the ground surface and be limited to the smallest area possible to protect burrow entrances. Where burrows are unavoidable, mowing equipment may be driven over burrows entrances provided that it is a one-time event during the activity.</p> <p>In establishing parking and supporting equipment (tools, containers, supplies, etc.) staging areas, the Biologist will select the parking and/or staging area using the following priority: (1) the existing road network; (2) existing tracks, trails or areas with compacted soils; (3) existing bare areas; or (4) if off-road, the selected area will have the least amount of native vegetation and the smallest number of SKR burrows. The selected staging area for the supporting equipment will not have burrows present. If burrows are present in the selected parking area, large sheets of metal or plywood will be placed under the vehicles to spread the weight. These sheets will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances.</p> <p>If vehicles need to be parked overnight, they will be parked on existing paved roads.</p>			
<p>Item 13 Remove electrical enclosure around motor washout area south of Building 315</p>	<p>4X4 pickup trucks (light equipment - < 60 psi) backhoe (light equipment - <</p>	<p>One day</p>	<p>Light truck - < 60 psi and foot traffic Fence to be cut down and removed. No impacts to SKR</p>	<p>Activities will be completed during daylight hours and observed by a biologist with a valid Section 10 (a) permit (Permitted Biologist) or a subpermittee under the supervision of a Permitted Biologist. The Permitted Biologist and his/her subpermittee will have the authority to</p>	<p>No affect</p>	<p>None</p>	<p>The activity requires approval of internal Section 7 permit from the CDFG and USFWS. The activity will begin within 2-weeks of receiving approval from CDFG and USFWS, and will be</p>

Exhibit H Activity	Field Equipment (60 psi)	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
			anticipated	<p>cease any activity at any time if it is determined that SKRs are being affected and therefore not avoided.</p> <p>The Biologist will use best judgment to determine if burrows in work areas need to be flagged to aid workers in avoiding them. If so, flags will be placed near burrows in working areas and removed when task is completed.</p> <p>The Biologist will actively guide the equipment operator to a specific site using the following priority for establishing the route: (1) the existing road network; (2) existing tracks, trails, compacted ground or bare ground; or (3) if off-road, the shortest route having the least amount of native vegetation and the smallest number of SKR burrows. If the selected route contains SKR burrows, the Biologist will guide the equipment operator to ensure equipment tires move around entrances (i.e., straddle entrances) and / or require the use of load distributing mats if driving over burrow entrances cannot be avoided. All off road vehicle or equipment traffic will be limited to the same path in and out. All off road vehicle or equipment traffic will minimize impacts to the ground surface by moving slowly and turning in gentle arching motions.</p> <p>Mowing may precede the activity and will be performed by either hand operated equipment or small tractor. Mower blades will be elevated 4 to 6 inches above the ground surface and be limited to the smallest area possible to protect burrow entrances. Where burrows are unavoidable, mowing equipment may be driven over burrows entrances provided that it is a one-time event during the activity.</p> <p>In establishing parking and supporting equipment (tools, containers, supplies, etc.) staging areas, the Biologist will select the parking and/or staging area using the following priority: (1) the existing road network; (2) existing tracks, trails or areas with compacted soils; (3) existing bare areas; or (4) if off-road, the selected area will have the least amount of native vegetation and the smallest number of SKR</p>			completed within 180 days of Permit receipt.

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
<p>Item 14 Remove and dispose of electrical transformers on poles (11 on-site: 4 to be removed now and 7 when remediation is complete or as determined by CDFG)</p>	<p>4X4 pickup trucks (light equipment - < 60 psi) scissor lift (light equipment - < 60 psi) flatbed truck (heavy equipment - > 60 psi)</p>	<p>Three days</p>	<p>Light equipment - < 60 psi and foot traffic Off-road activities may result in impacts to SKR</p>	<p>burrows. The selected staging area for the supporting equipment will not have burrows present. If burrows are present in the selected parking area, large sheets of metal or plywood will be placed under the vehicles to spread the weight. These sheets will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances. If vehicles need to be parked overnight, they will be parked on existing paved roads.</p> <p>Activities will be completed during daylight hours and observed by a biologist with a valid Section 10 (a) permit (Permitted Biologist) or a subpermittee under the supervision of a Permitted Biologist. The Permitted Biologist and his/her subpermittee will have the authority to cease any activity at any time if it is determined that SKRs are being affected and therefore not avoided.</p> <p>The Biologist will use best judgment to determine if burrows in work areas need to be flagged to aid workers in avoiding them. If so, flags will be placed near burrows in working areas and removed when task is completed.</p> <p>The Biologist will actively guide the equipment operator to a specific site using the following priority for establishing the route: (1) the existing road network; (2) existing tracks, trails, compacted ground or bare ground; or (3) if off-road, the shortest route having the least amount of native vegetation and the smallest number of SKR burrows. If the selected route contains SKR burrows, the Biologist will guide the equipment operator to ensure equipment tires move around entrances (i.e., straddle entrances) and / or require the use of load distributing mats if driving over burrow entrances cannot be avoided. All off road vehicle or equipment traffic will be limited to the same path in and out. All off road vehicle or equipment traffic will minimize impacts to the ground surface by moving slowly and turning in gentle arching motions.</p>	<p>Estimated impact of 0.34 acres The estimated impact area is based on the 20' x 20' area around the power pole at each location and the 200' x 15' access off-road from paved area at Bldg 305 location and the 500' x 15' at Betatron location. The Bldg 304 access will use the same access route as item 7, which has already been tabulated in that item. Area of impact may be reduced by marking burrows in off-road pathways and avoiding burrows</p>	<p>0.34 acres</p>	<p>The removal of four of the 11 transformers will begin within 2-weeks of receiving the approved Permit from the CDFG and USFWS. The remaining seven transformers will be removed once a "no further action" determination is received from DTSC and once CDFG confirms their request for removal. Removal of the remaining transformers will be completed within 60 days from date of commencement.</p>

Exhibit H Activity	Field Equipment	Time Frame	Potential Disturbance	Proposed Mitigation	Net Impact	Offset Required	Anticipated Schedule / Comments
				<p>Any equipment with a ground pressure of over 60 psi will not be allowed to operate within 15 feet of a burrow unless load spreading measures are implemented (floatation tires, load distributing mats [plywood and steel plates], etc.). Load distributing measures that cover a burrow entrance will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances.</p> <p>Mowing may precede the activity and will be performed by either hand operated equipment or small tractor. Mower blades will be elevated 4 to 6 inches above the ground surface and be limited to the smallest area possible to protect burrow entrances. Where burrows are unavoidable, mowing equipment may be driven over burrows entrances provided that it is a one-time event during the activity.</p> <p>In establishing parking and supporting equipment (tools, containers, supplies, etc.) staging areas, the Biologist will select the parking and/or staging area using the following priority: (1) the existing road network; (2) existing tracks, trails or areas with compacted soils; (3) existing bare areas; or (4) if off-road, the selected area will have the least amount of native vegetation and the smallest number of SKR burrows. The selected staging area for the supporting equipment will not have burrows present. If burrows are present in the selected parking area, large sheets of metal or plywood will be placed under the vehicles to spread the weight. These sheets will not be left in place overnight and will be removed in a manner that does not disturb SKR habitat or damage burrow entrances.</p> <p>If vehicles need to be parked overnight, they will be parked on existing paved roads.</p>			



Beaumont Site 1

Attachment 2
Proposed Offset Areas

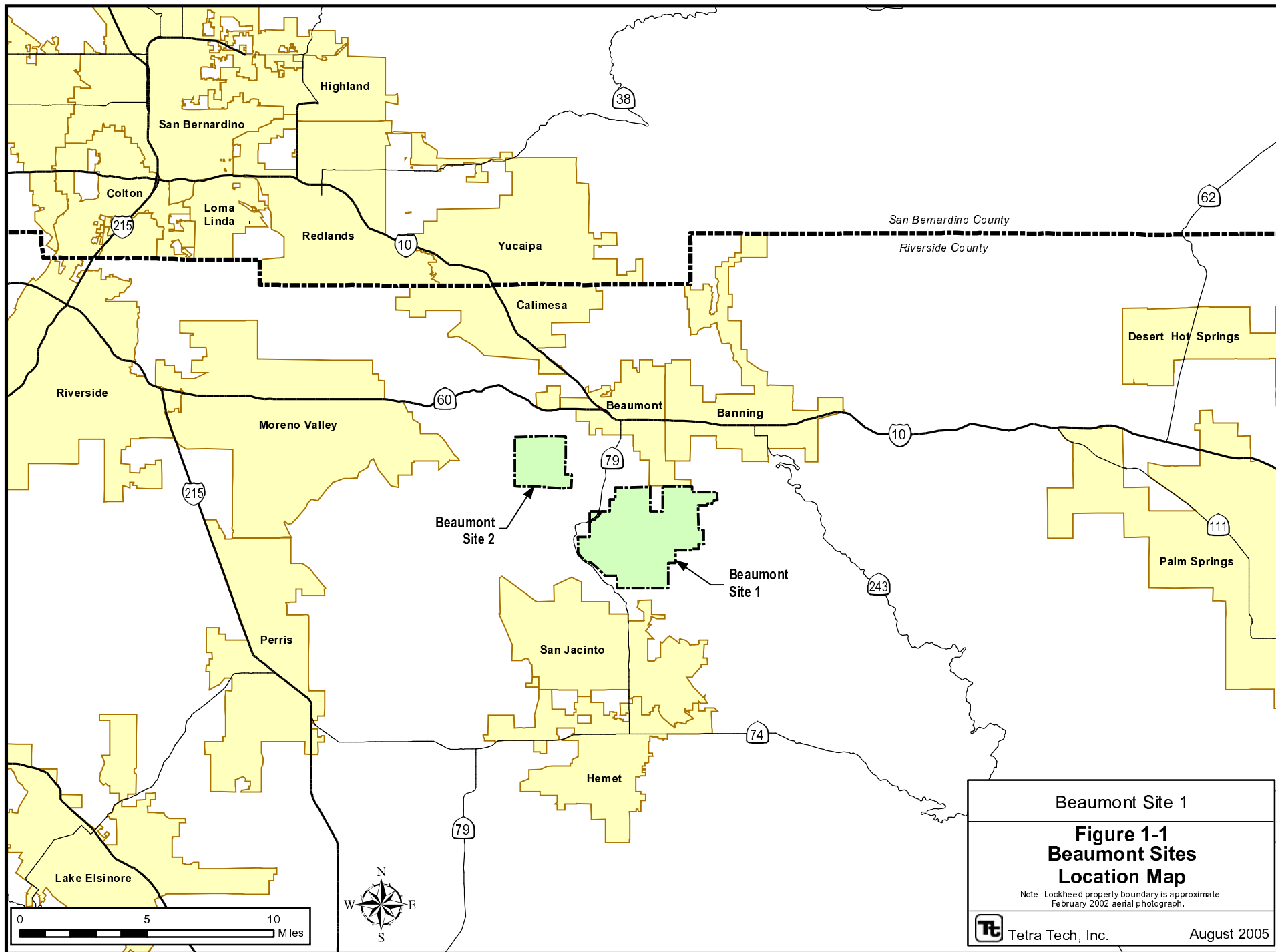
Note: Lockheed property boundary is approximate.
February, 2002 aerial photograph.

Tetra Tech, Inc. November 2004

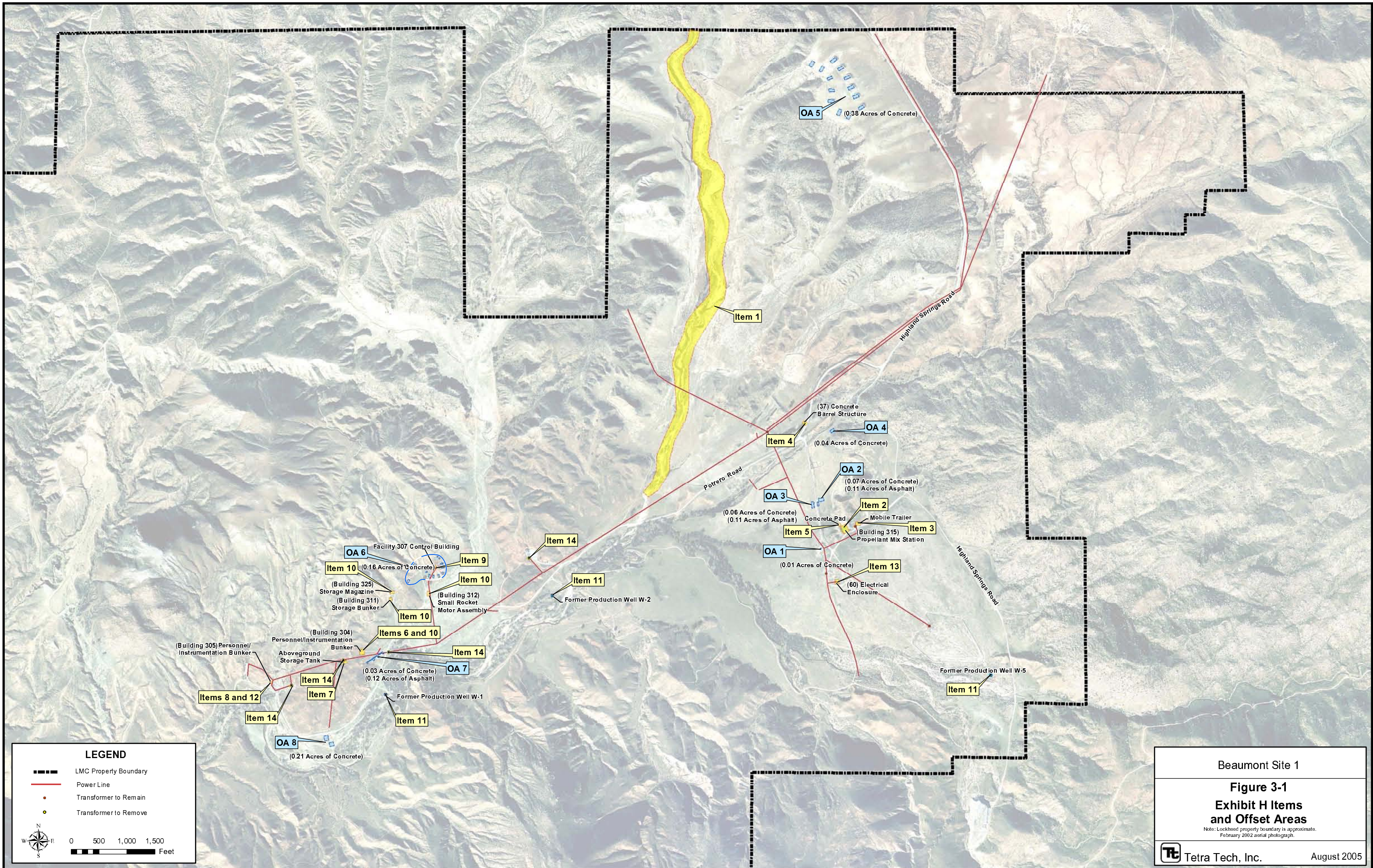
APPENDIX B

LIST OF FIGURES

<u>Figure</u>	<u>Title</u>
Figure 1-1	Beaumont Sites Location Map
Figure 3-1	Beaumont Site 1 – Exhibit H and Offset Areas Map
Figure 3-2	Beaumont Site 1 – Exhibit H and Offset Area Removed Concrete Road Repair Locations Map
Figure 3-3	Beaumont Site 1 – Groundwater and Surface Water Sampling Points
Figure 3-4	Beaumont Site 2 – Groundwater Sampling Points
Figure 3-5	Beaumont Site 1 – MEC Survey Locations Map



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LEGEND

- LMC Property Boundary
- Power Line
- Transformer to Remain
- Transformer to Remove

0 500 1,000 1,500 Feet

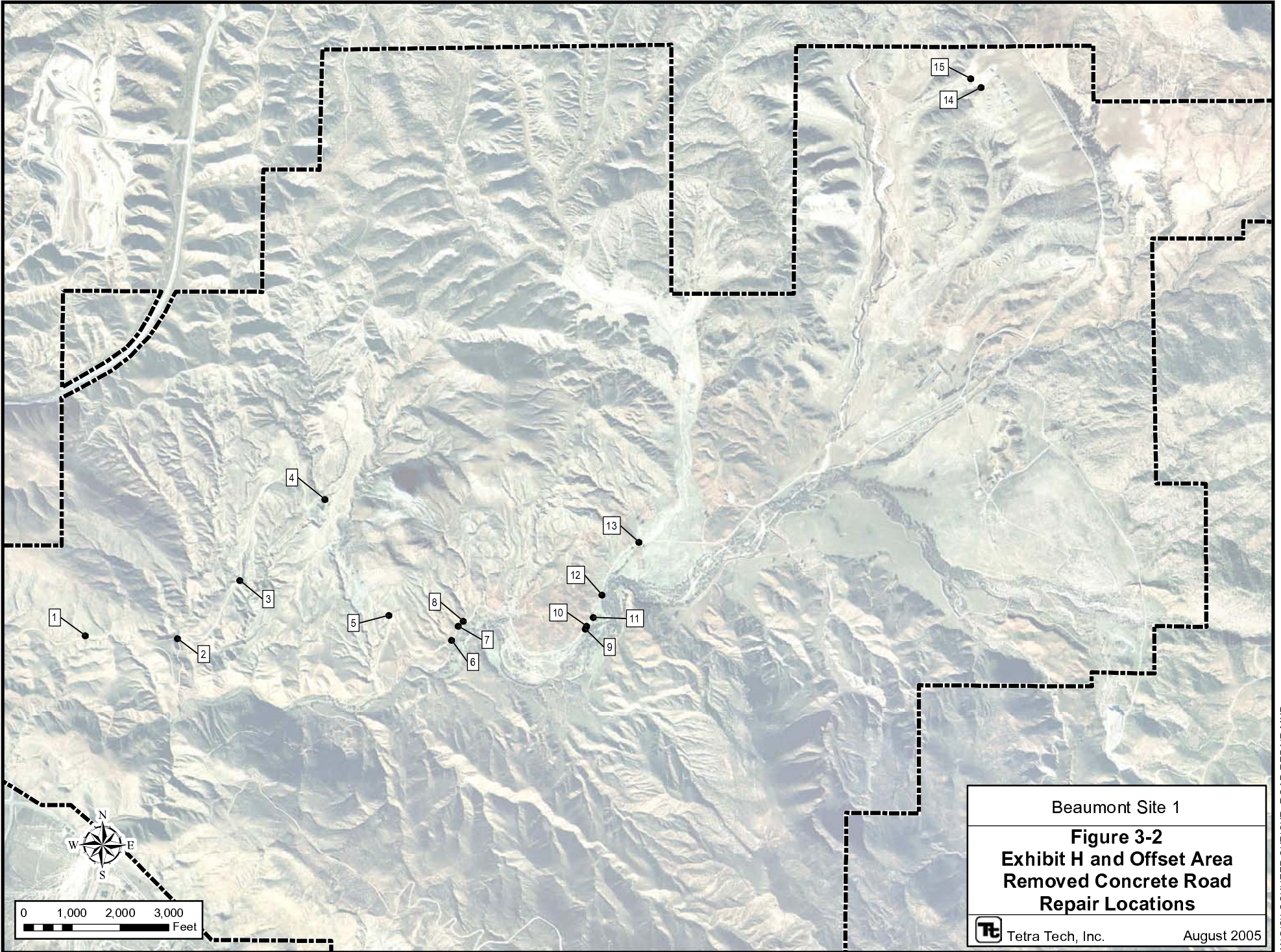
Beaumont Site 1

Figure 3-1
Exhibit H Items
and Offset Areas

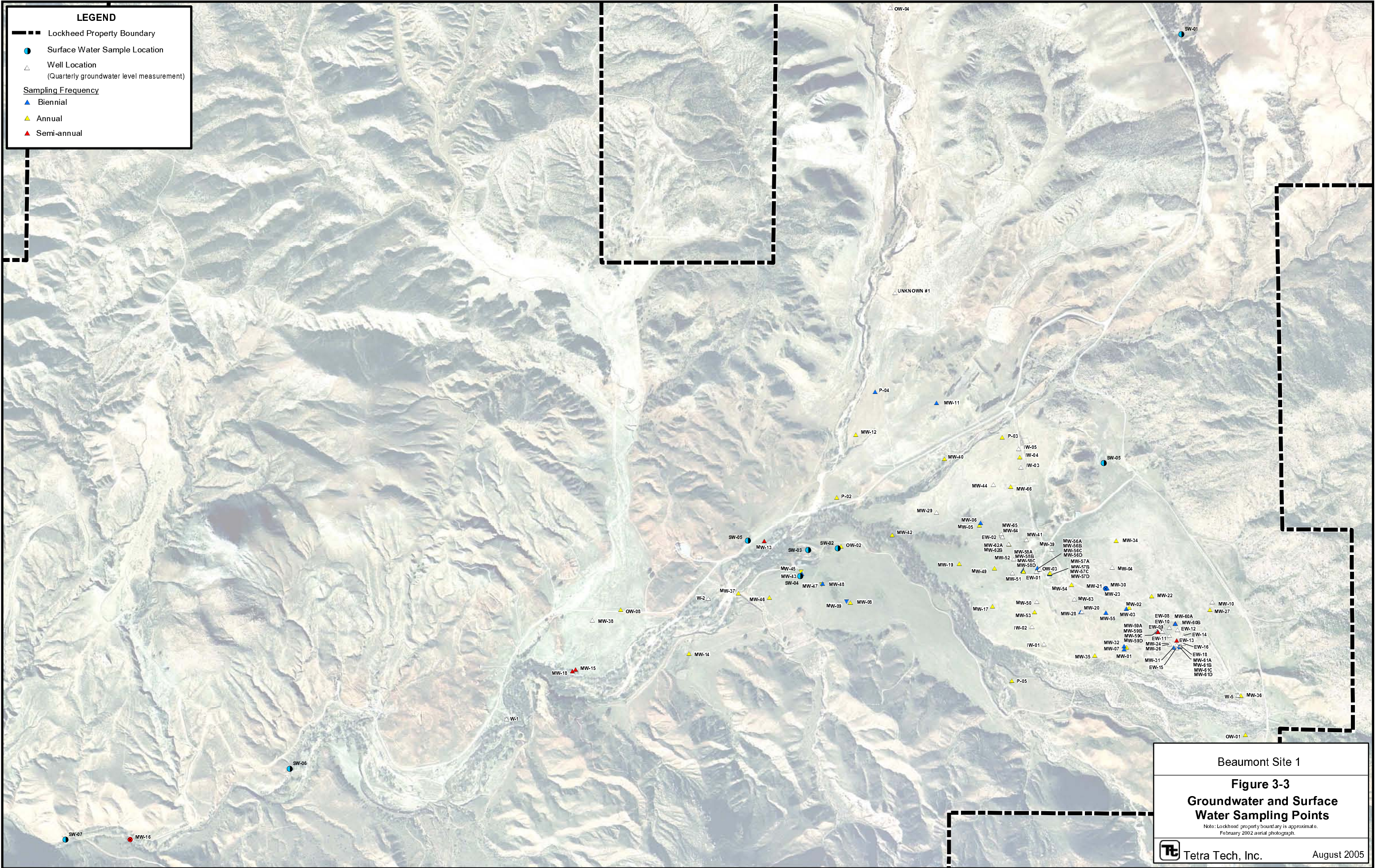
Note: Lockheed property boundary is approximate.
February 2002 aerial photograph.

Tetra Tech, Inc. August 2005

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Beaumont Site 1
Figure 3-2
Exhibit H and Offset Area
Removed Concrete Road
Repair Locations
Tetra Tech, Inc. August 2005




LEGEND

- Lockheed Property Boundary
- Surface Water Sample Location
- △ Well Location
(Quarterly groundwater level measurement)
- Sampling Frequency
- ▲ Biennial
- ▲ Annual
- ▲ Semi-annual

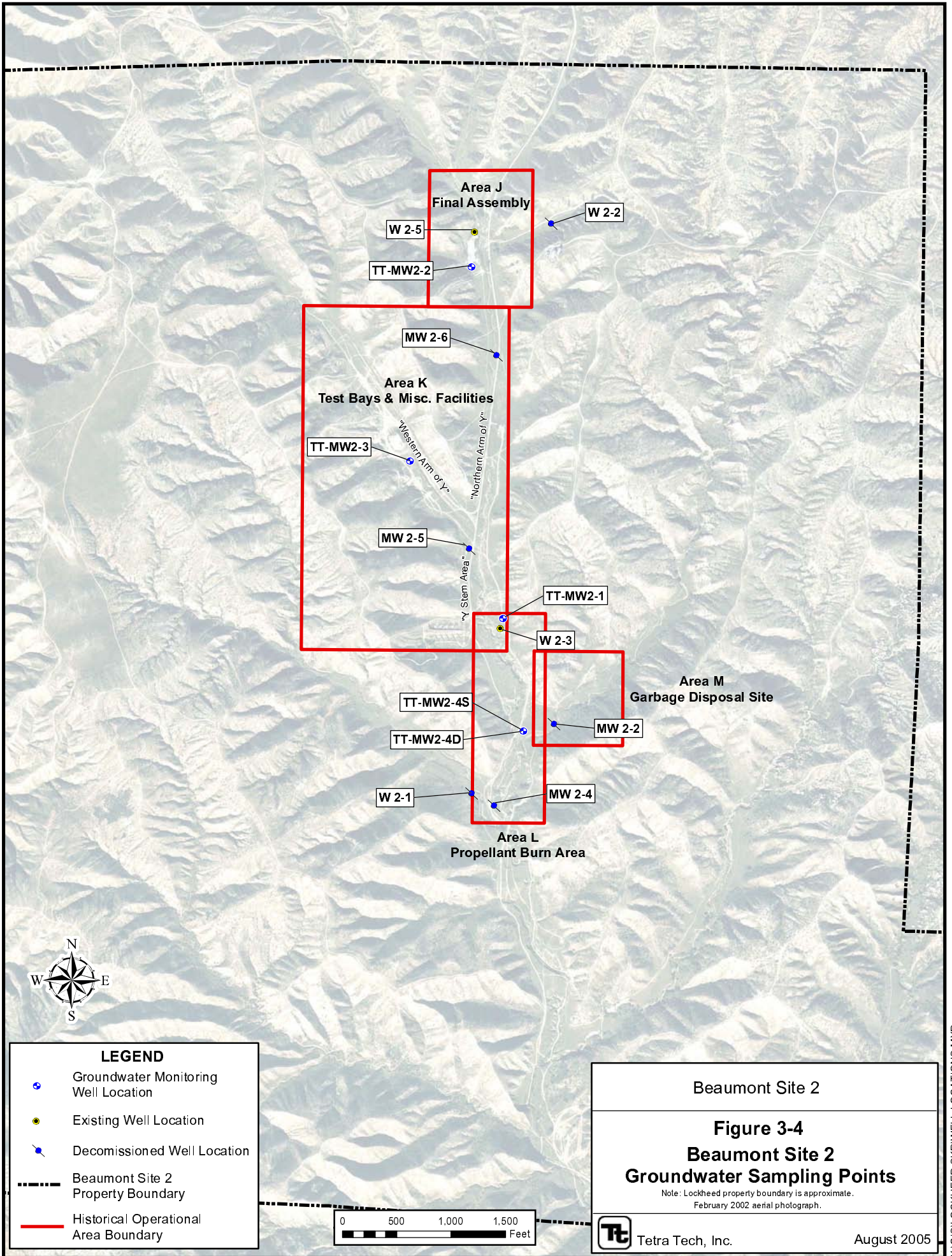
Beaumont Site 1

Figure 3-3
Groundwater and Surface
Water Sampling Points

Note: Lockheed property boundary is approximate.
February 2002 aerial photograph.

 Tetra Tech, Inc.
 August 2005

X:\GIS\LOCKHEED SKRISKR WELLS_SAMPLING.MXD



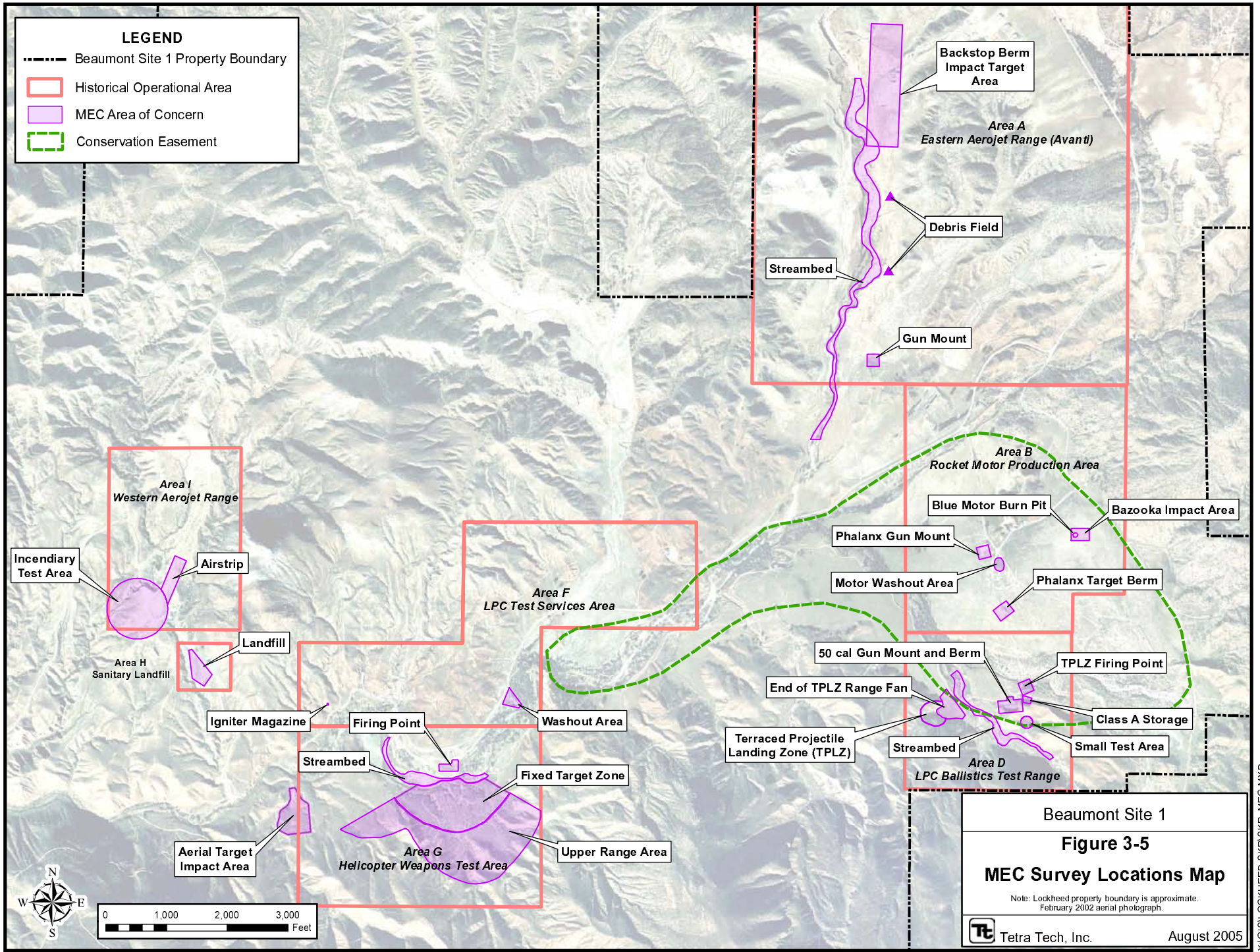
Beaumont Site 2

Figure 3-4
Beaumont Site 2
Groundwater Sampling Points

Note: Lockheed property boundary is approximate.
 February 2002 aerial photograph.

TT Tetra Tech, Inc. August 2005

X:\GIS\LOCKHEED SKRWELL LOCATIONS.MXD



LEGEND

- Beaumont Site 1 Property Boundary
- ▭ Historical Operational Area
- ▭ MEC Area of Concern
- ▭ Conservation Easement

Area I
Western Aerojet Range

Incendiary Test Area

Airstrip

Area H
Sanitary Landfill

Landfill

Igniter Magazine

Firing Point

Streambed

Fixed Target Zone

Upper Range Area

Area G
Helicopter Weapons Test Area

Washout Area

Area F
LPC Test Services Area

Backstop Berm Impact Target Area

Area A
Eastern Aerojet Range (Avanti)

Debris Field

Streambed

Gun Mount

Area B
Rocket Motor Production Area

Blue Motor Burn Pit

Bazooka Impact Area

Phalanx Gun Mount

Motor Washout Area

Phalanx Target Berm

50 cal Gun Mount and Berm

End of TPLZ Range Fan

Terraced Projectile Landing Zone (TPLZ)

Streambed

Area D
LPC Ballistics Test Range

TPLZ Firing Point

Class A Storage

Small Test Area

Aerial Target Impact Area

0 1,000 2,000 3,000 Feet

Beaumont Site 1

Figure 3-5

MEC Survey Locations Map

Note: Lockheed property boundary is approximate.
February 2002 aerial photograph.

Tetra Tech, Inc. August 2005

X:\GIS\LOCKHEED SKR\SKR_MEC.MXD

APPENDIX C

SITE PHOTOGRAPHS

Exhibit H Activities



Photo 1: Exhibit H Item 4 – Circular concrete structure before removal



Photo 2: Exhibit H Item 4 – After removal of circular concrete structure



Photo 3: Exhibit H Item 6 – Remove access to Building 304 through placement of concrete block in previous door and duct openings



Photo 4: Exhibit H Item 7 – Removal of water storage tank above Building 304



Photo 5: Exhibit H Item 10 – Re-abatement of Lead paint at Building 304 (abatement work at buildings 311, 312, and 325 similar)

Offset Area Activities



Photo 6: Use of stomper to fracture concrete prior to removal at all Offset Area locations



Photo 7: Offset Area 1 – Removal of concrete pad located west of Building 315



Photo 8: Offset Area 2 – Removal of former fuel slurry station (note silt fence and straw bales used to confine and exclude SKR while conducting trapping activities)



Photo 9: Offset Area 2 – Removal of former fuel slurry station



Photo 10: Offset Area 2 –Location of former fuel slurry station after removal



Photo 11: Offset Area 3 – Removal of former chemical storage building pad. (Note silt fence and straw bales used to exclude and contain SKR while conducting trapping activities)



Photo 12: Offset Area 3 – Removal of former chemical storage building adjacent asphalt parking area



Photo 13: Offset Area 3 – Removal of former chemical storage building pad.
(Note use of pin flags to denote burrow locations)



Photo 14: Offset Area 8 – Removal of former helicopter weapons test area pad



Photo 15: Offset Area 8 – Removal of former helicopter weapons test area pads (note flagging of burrows and use of small load displacement mats)

Soil Investigation Activities



Photo 16: Site 2 - Removal of drums containing soil from drilling boring activities. Soil contained in drums was dumped into roll-off bins for disposal and empty drums were transported off-site for recycling



Photo 17: Site 1 - Removal of drums containing soil from drilling boring activities. Soil contained in drums was dumped into roll-off bins for disposal and empty drums were transported off-site for recycling.



Photo 18: Site 1 - Removal of drums containing soil from drilling boring activities. Soil contained in drums was dumped into roll-off bins for disposal and empty drums were transported off-site for recycling. (Note use of pin flags to denote burrow locations)

Groundwater Investigation Activities



Photo 19: Groundwater sampling truck and trailer (note use of load spreading mats)

Geophysical and Seismic Investigation Activities



Photo 20: Towable unit used to conduct geophysical seismic studies.

MEC Survey Activities



Photo 21: Use of hand held metal detectors to sweep area for metallic objects.



Photo 22: Electromagnetic survey and GPS equipment used to survey areas for possible MEC.

Site Maintenance Activities



Photo 23: Mower used for site maintenance activities and vegetation clearance prior to conducting MEC surveys. (Note water truck is parked on paved road unless needed for fire response)



Photo 24: Vegetation clearance and mowing activities using hand carried weed cutting equipment.

SKR Avoidance Measures



Photo 25: Small (2' x2') load bearing mats used for SKR avoidance and protection.



Photo 26: Large (4' x8') load bearing mats used for SKR avoidance and protection



Photo 27: Typical existing compacted dirt road on the site. These road were used where ever possible with traveling off road prohibited unless necessary and then only if cleared by the monitoring biologist and avoidance measures used.



Photo 28: Water truck parked on the paved access road. All vehicles were kept on the roads except when needed to perform job tasks



Photo 29: Use of silt fence and straw bales with attached silt fence fabric used to confine and exclude SKR while trapping activities were being conducted. Once an area was fully trapped, removal action commenced. After removal was complete silt fence and straw bales were removed and ground was leveled. (Note use of pin flags to denote burrow locations)



Photo 30: Terraria used to temporarily house trapped SKR while removal action was proceeding. These terraria were stored in a temperature controlled room at the Tetra tech storage facility



Photo 31: Terrarium used to temporarily house trapped SKR while removal action was proceeding.



Photo 32: Terrarium used to temporarily house trapped SKR while removal action was proceeding.



Photo 33: Drilling of artificial SKR burrows in areas once concrete pads had been removed



Photo 34: Artificial drilled SKR burrow