

## Appendix A – References

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Volpe National Transportation Systems Center (Volpe) 2012b. *Timucuan Ecological and Historic Preserve Alternative Transportation Study, Boat Tour Feasibility Study*.

## Appendix B – ATS Newsletter Mailing List and Newsletter

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**National Park Service**  
**Timucuan Ecological and Historic Preserve**

**Draft Environmental Assessment**  
**Kingsley Plantation-Ribault Club Interpretive Tram Tour**

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# TIMUCUAN NEWS

Timucuan Ecological and Historic Preserve

March 2011

## From the SUPERINTENDENT

Dear Neighbor:

The National Park Service is preparing an Environmental Assessment (EA) for the Landside Alternative Transportation Project on Fort George Island. The proposed project would provide an alternative transportation mode between Kingsley Plantation and Ribault Club and potentially other areas of the island. Presently visitors arrive at Kingsley Plantation and Ribault Club primarily by private automobiles. The NPS also wishes to provide interpretive services on the route between the two sites and potentially other sites. The EA will consider the feasibility of a hybrid or electric tram as well as other potential technology options. The Landside Project would also be a component of a transportation system that would provide a boat tour serving the Kingsley Plantation, Ribault Club and Fort George Island Cultural State Park, Jim King Park and Boat Ramp and Fort Caroline National Memorial. These efforts will be done in cooperation with the City of Jacksonville and the Florida Park Service.

Also under consideration is a No-Action alternative, as required by the regulations implementing NEPA. The NPS is soliciting public input on potential routes, alternative transportation vehicles and potential vehicle storage and maintenance sites; to help formulate the alternative analysis in the EA as well as any input on potential environmental issues or impact topics that may be associated with the project.



A Draft EA with the NPS preferred alternative(s) will be completed and will be made available for public comment. The notice of the Draft EA will be published in the Jacksonville Times Union, sent to those individuals and organizations on the project mailing list, posted on the NPS Planning, Environment and Public Comment (PEPC) website at <http://parkplanning.nps.gov> and made available at local NPS offices. If important new issues, alternatives or mitigation measures are suggested by the public, the Draft EA will be rewritten and distributed once again for public comments. Other public comments on the draft EA will be addressed in a Final EA. If there are no significant impacts from the project, the NPS will prepare a Finding of No Significant Impact, commonly referred to as a FONSI. If a FONSI is issued, the public will be notified in the same manner as the Draft EA.

If you have any questions please contact me by phone at (904) 221-5568, or fax (904) 221-5248, [Barbara\\_Goodman@nps.gov](mailto:Barbara_Goodman@nps.gov) or mail at 13165 Mt. Pleasant Rd, Jacksonville, FL 32225.



Sincerely,

**Barbara Goodman**  
Superintendent  
Fort Caroline National Memorial  
Timucuan Ecological  
and Historic Preserve



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## Ft. George Island Transportation Improvement Plan



*Palmetto Avenue, NPS Photo*

Concurrently with our Alternative Transportation Project, the Park and its partners, The City of Jacksonville and The Florida State Park Service, are continuing work on the Ft. George Island Transportation Improvement Plan. The R-A-M Professional Group (R-A-M) has completed three phases of the Fort George Island Transportation Improvements Project. The project includes design for a new proposed entrance bringing A1A traffic through Batten Island. The roadway modification proposal utilizes a boulevard system redirecting traffic around sensitive areas and providing a multi-use trail route connecting Ribault Clubhouse and Kingsley Plantation. Phase 3 deliverables includes 60% design construction documents and solicitation of agency approvals including the Federal Highway Administration.

The proposed design terminates the existing entrance to Fort George Island in a cul-de-sac just north of the last private residence on Batten Island. Palmetto Avenue will then become the main roadway on the island. On Batten Island, a 20-space paved parking area will provide visitor and bike parking.

The new typical roadway section will be a 20-foot wide, 2-way roadway with adjacent 10-foot unpaved alternative transportation trail (appropriate for hiking, mountain biking, Segway tours, and similar uses). The 20-foot roadway section will generally follow the existing alignment of Palmetto Avenue, with the 10-foot alternative transportation trail paralleling the roadway just to the west. The alignment will shift from its generally north-south alignment along Palmetto Avenue to an east-west alignment within the City-owned 60-foot R.O.W. known as “Blue Road”.

The 20-foot roadway section will continue along the Blue Road corridor and intersect with Ft. George Road just south of the Ribault Club. The 20-foot Ft. George Road section will continue to a point just north of the Ribault Club where the road will split into two 10-foot one-way lanes. These lanes will utilize the existing alignment of Ft. George Road and cleared fairways of the old Ft. George Golf Course, until the two lanes rejoin and continue to a new cul-de-sac located in the vicinity of the Kingsley Plantation entrance. Ft. George Island roadways are considered “Scenic and Historic Corridors” by the City of Jacksonville, and extra measures will be taken to preserve the character of the tree canopy throughout these project corridors.

For more information on this project, contact:  
Wayne Reed, R-A-M Professional Group  
(904)731-5440 or [wreed@ramprofessionalgroup.com](mailto:wreed@ramprofessionalgroup.com).

## ABOUT THE PRESERVE

In and around one of the Atlantic Coast's largest urban areas, Timucuan Ecological and Historic Preserve offers glimpses of Old Florida in some unexpected places. Explore a fort exhibit that recalls the lives and deaths of French colonists in the 1500's. Walk among live oaks and thickets of palmettos where pre-Columbian and Timucua Indians once lived. Climb a wildlife observation platform overlooking salt marsh habitat. Visit a plantation where enslaved men, women and children of African descent labored, raised families, worshipped, celebrated and mourned. Find tranquility in a day at the beach or in a kayak winding your way through the marshy expanse.

Established in 1988, this 46,000 acre preserve includes Fort Caroline National Memorial, the Theodore Roosevelt Area, Kingsley Plantation, Cedar Point and thousands of acres of woods, water and salt marsh. Managed with our partners, The City of Jacksonville and Florida Park Service, we form the Timucuan Trail State and National Parks cooperative zone. These diverse natural and human stories come alive where the Nassau and St. Johns Rivers flow into the Atlantic Ocean — where the waters meet.



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# Appendix D – Vehicle Criteria and Comparison of Low Speed Vehicles and Trams

Retained Vehicles				Vehicles Considered and Dismissed from Further Evaluation				
Criteria	Vehicle Implications	Road Rat Shuttle	Electric Star	Model 9000/2105	Metro Tram	Model 6000	Tramstar LFT	Classic American Tram
<u>Roadway Constraints</u>								
Terrain: Packed	Thick tires	Acceptable	Good	Acceptable	Acceptable	Good	Excellent	Excellent
Potholes /undulations	High floor vehicle / durable chassis	Acceptable	Acceptable	Acceptable	Low Floor	Acceptable	Good	Good
Low tree canopy	Height limit: 7-8'	6.8'	6.8'	8.25'	8.3'	8.3'	7.9'	9'
Sharp turns	Small turning radius	18'	18'	18'	33'	31'	29'	33'
ROW width	Width limit of 8'	5'	6.3'	6.25'	6.3'	6.9'	7.5'	8'
<u>Fuel Constraints</u>								
Air quality concerns, Energy Policy Act	Alternative fuels, if possible	Excellent	Excellent	Acceptable	Acceptable	Acceptable	Acceptable	Acceptable
Existing fuel capacity	Gas, diesel, electricity	Electric	Electric	Gas/Diesel/ Electric	Gas/Diesel	Gas/Diesel	Gas/Diesel	Gas/Diesel
<u>Visitor Experience</u>								
Passenger experience	Covered, open air	Good	Good	Good	Good	Excellent	Good	Good
Pedestrian experience	Minimize noise & emissions	Excellent	Excellent	Acceptable	Acceptable	Acceptable	Acceptable	Acceptable
Maximize accessibility	ADA accessible	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Passenger capacity		12-15	10	28	18-100	14-18+18 pax trailers	14 + 28 pax trailers	
Commercial Driver's License Required		No	No	Yes	Yes	Yes	Yes	Yes
<u>Financial Implications</u>								
Warranty		12 months	12 months	12-24 months	12 mo.; 3-5 yrs (engine)	12-24 months	3-year/36,000 mo (cab/chassis), 12 mo (body)	
Vehicles required		2 or 3	2 or 3	1	1	1	1	1
Total capital cost		\$46,980-70,470	\$46,600-69,900	\$90,000-130,000	\$89,000+	\$100,000-125,000	\$135,500	\$74,900
Appropriate Routes		B or C	B or C	B or C	C	C	C	C

Source: ATS Study, Volpe 2012

Rating Scale:

Poor

Fair

Moderate

Good

Excellent

# **Appendix E – Kingsley Plantation Archaeological Description and SHPO Correspondence**

Prepared by John Whitehurst of NPS.

## **Kingsley Plantation Tram Project Archaeological Description, Project Result**

### **Site Evaluation, and Effect Evaluation**

#### **PROJECT DESCRIPTION:**

The NPS, Timucuan Ecological and Historic Preserve propose to develop transportation for park visitors to enjoy a scenic tour of Fort George Island. The proposed tour would be conducted via an electric or possibly natural gas powered tram operated by park personnel who will also serve as guides for the tour. The present project is designed to construct the infrastructure needs for housing and maintenance of the tram vehicles.

The proposed site location is an area known to the park as the Johnson Barn site. The aforementioned structure is the remains of a dilapidated pole barn built by the former owner of the property. This barn is of fairly recent construction and was built on a wooden frame covered over with ply-wood and had a tin roof attached. The storage room of this building does not have a foundation and was just built off the ground using cement blocks at each corner.

While the design for the proposed maintenance building as not been finalized at this time, the proposed structure to be built will be constructed within the current footprint of the existing building. By constructing the new building within this existing footprint little new ground disturbance will occur during the construction of the new facility.

A series of extant overhead utility poles will provide electricity to the new building. The site also has had a water system installed by the previous owner with at least two known spigots tied to a well. The current plan calls for using these existing utility systems to bring electricity and water into the site. Underground electrical utilities may be considered for this site. Should this occur, additional archaeological testing will be needed to be conducted along the proposed corridor route. Under the current scenario no ground disturbance will take place to install these utilities in this area for this project.

#### **PROJECT RESULTS:**

A total of twenty-two 50 x50 cm shovel test units were completed in the proposed area for the Kingsley Plantation Tram Maintenance Building. The result of this testing identified the northeast boundary for site 8DU108 within the Kingsley Plantation Historic District. Kingsley Plantation is listed on the National Register of Historic Places. A discussion of the historic district, its buildings and its historic context are discussed below. In addition, one building thought to be associated with the State Era ownership of Kingsley Plantation was identified and recorded and evaluated for its eligibility for nomination to the National Register of Historic Places.

#### **Kingsley Plantation:**

Kingsley Plantation (8DU108) was first constructed ca. 1798. The plantation is listed on the National Register of Historic Places (NHRP) as a historic district. The plantation district occupies about 62 acres of land and consists of the Main Plantation House, the Kitchen House, a barn, 28 extant ruins of tabby constructed slave cabins, and the extant ruins of a mill related to the Plantation Era ca. 1798 to 1870. The historic district also contains the Fort George/ Army-Navy clubhouse relating to the Recreation Era (A.D. 1870 – A.D. 1948) of plantation use (Whitehurst 2000). Other buildings located within the district include two maintenance sheds, a pole barn, and the

Johnson Shed/pole barn all related to the State of Florida ownership of the plantation or the current National Park Service ownership.

### **New Site Component Kingsley Plantation Historic District (8DU108)**

The following material is an account of the archaeological and structural components to be appended to the Kingsley Plantation District Site Form and Nomination for inclusion on the National Register of Historic Places as a result of this inventory.

#### **Site Description: Historic/Prehistoric Buried Component 8DU108**

The buried portion of site 8DU108 located during this survey is located approximately 110 m east of the Kingsley Plantation Barn. It is in an area overgrown with palmetto and tertiary hardwood growth with a dense understory. Deep well drained sands occur throughout this area. Within the sands is a concreted layer of hardpan which forms starting at approximately 70 cm below surface and varies in depth to 100 cm.

A wide, dispersed artifact scatter is found beginning 10 meters west of the extant Johnson Pole Barn. The scatter of prehistoric and historic artifacts were isolated along transect 1 and transect 1A (See Figure). This scatter forms a rough arc to create the northeast boundary of 8DU108. In all 173 artifacts and ecofacts were recovered from the seven shovel tests associated with these two transects. Two modern artifacts were recovered from two shovel tests situated near the Johnson Pole Barn. The first was a cotton sock recovered in the first 10 cm of Shovel Test 11. This Shovel Test within a meter of the northern wall of the pole barn. The second artifact consists of a green plastic cowboy recovered in the first 10 cm of Shovel Test 1 located 20 meters east of the east side of the pole barn. Neither of these artifacts is historic in nature and was not catalogued into museum inventory.

The historic artifacts recovered from this portion of site 8DU108 were in the following categories: brick, fire; brick, red; chamber pot lid; coal; flint fragment; glass; metal, flat; metal, nail; metal, UID; mortar; shell; tabby; vessel fragment; and wheel caster (see Table ). Of the artifacts recovered, oyster shell makes up the larger category by number (90) and percentage (52%). This shell is dispersed throughout the area and does not appear in any significant concentration except in Shovel Test 15, the northernmost unit along Transect 1 where 43 oyster shells were recovered from levels 1 and 2 along with 3 prehistoric from level 4 and 8 historic artifacts spread from the surface to level 2. Shovel Test 15 contained the highest percentage of artifacts recovered by this inventory at 31% of the total. The distribution of the artifacts within the shovel test is indicative of the distribution of the materials throughout the other shovel tests.

No historic artifacts occurred below Level 3 within the units. With the exception of two <2cm prehistoric sherds found in Level 2 of Shovel Test 16 no identifiable prehistoric artifacts were found above level 3. None of these prehistoric artifacts were found in association with any of the oyster shell. This strongly suggests a prehistoric shell midden is absent in this area and oyster shell recovered is probably related to the dispersal of tabby material having been deteriorated over time. One piece of tabby was recovered on the surface level of Shovel Test 15.

Very little of the historic artifacts recovered have diagnostic value. The nails recovered are the ubiquitous wire and cut nails that are found all over on the plantation and have little value in dating the site. The flint fragment probably is a chip of either a pistol or musket but is too small to determine if it can be related ethnically to either the English, French, or American arms. The metal coaster wheel appears to be of fairly recent origin may be related to as early as the 1920's. The brick, mortar and glass fragments are found all over the plantation and have no diagnostic attributes to distinguish them over others found on the site. One fragment of a chamber pot lid was found; again a fairly common piece of material found in relation to the plantation indicating some type of sanitation standards were kept by the occupants.

The prehistoric artifacts excavated comprise a total of eight or approximately 5% of the total. Included are two UID bone, one secondary chert flake, two tertiary chert flakes, and two pieces of prehistoric ceramics <2cm in size. As indicated above the prehistoric materials are not associated with any of the shell found at the site and they are dispersed over 70 meter area along transects 1 and 1A.

The majority of the historic materials recovered from the shovel tests appear to relate to the Plantation Era period at Kingsley Plantation. The glass, ceramics, tabby, brick, and metal fragments are consistent with artifacts found during prior investigations at this site.

Prehistoric artifacts recovered are all non-diagnostic artifacts found temporally from the Woodland Period to the European Contact Era. As a result they do little to help determine the lifeways of the prehistoric occupants of Fort George Island or those that availed themselves of living in the area in which Kingsley Plantation would be established.

#### **Kingsley Plantation Structures, 8DU108:**

One structure was identified for recording. This structure is known to park personnel as the park Johnson Barn site. The building is the standing remains of a dilapidated pole barn built by the former owner of the property and left standing when the park took ownership. This barn is of fairly recent construction having been built sometime after the 1970's. It was built on a wooden frame covered over with ply-wood and had a tin roof attached. The storage room of this building does not have a foundation and was just built off the ground using cement blocks at each corner. A tin roof shelters the pole barn portion of the building attached to the storage shed. The building has some into disrepair over time due to neglect and deterioration by the environment. The tin roof is rusted through in more places than not and the wooden elements of the structure have evidence of termite damage. The interior floor within the storage unit has deteriorated to the point the runners of the building and ground beneath them can be seen over a large area. Electrical wiring and other elements have been ripped from the walls, perhaps taken in the past by someone to recycle the copper.

All in all the building is in poor shape. It has no intrinsic historic value and the style of architecture is unrelated to any other found in the historic period of the district.

#### **Site Evaluation:**

#### **Kingsley Buried Component (8DU108)**

The buried historic/prehistoric component located 20-30 meters west of the potential area of effect for the project is evaluated as not eligible for listing on the National Register of Historic Places for potential to yield information important to history or prehistory [36 CFR 60.4(d)]. The prehistoric and historic materials recovered from the shovel tests were not located in any type of feature or cultural fill which would give researchers an insight into the relationship they might have with the operation of the plantation or with its inhabitants' daily activities. The artifacts are few and wide spread and while the historic materials may have been consolidated in a dump or some other type of features it appears based on the mottling and mixing of the soils they were probably dispersed due to plowing or other activities. At least two historic roads were known to have occurred throughout this area as well even though their exact routes have not been firmly established. The dispersal of this material may also have been due to wagons and other vehicles traveling back and forth through this area.

**Kingsley Structure (8DU108)**

**Johnson Barn**

The Johnson Barn is not eligible for listing on the NRHP under any of the 36 CFR 60.4 criteria. The building is not associated with any of the historic construction era of buildings within the Kingsley Plantation Historic District nor has it been identified with any individuals important in local, regional, or national history. The building is not the work of a master nor possesses high artistic value. The architectural design of the building is not distinctive enough to be given consideration for eligibility on the NRHP, nor does the property manifest distinctive characteristics of a type, period, or method of construction that can be considered eligible for the NRHP. Physical evidence has not been observed at the site that might indicate a likelihood of the site to yield information important in history or prehistory, and historical sources do not indicate a potential for the building to contain information not evident from surface examination. In addition, the integrity of interior and exterior of the building has been undermined due to environmental effects.

**EFFECT EVALUATION:**

**The proposed tram maintenance building project will have no effect on any historic properties related to the Kingsley Plantation Historic District.**

**RECOMMENDATIONS:**

The project is recommended to be authorized to proceed.





IN REPLY REFER TO:

## United States Department of the Interior

National Park Service  
Timucuan Ecological and Historic Preserve  
Fort Caroline National Memorial  
13165 Mt. Pleasant Road  
Jacksonville, Florida 32225



August 29, 2011

Mr. Scott M. Stroth III  
State Historic Preservation Officer  
Division of Historical Resources  
Attn: Compliance Review  
R.A. Gray Building  
500 S. Bronough St.  
Tallahassee, FL 32399-0250

Dear Mr. Stroth:

The National Park Service, Timucuan Ecological and Historic Preserve are proposing to construct a tram maintenance and storage facility at Kingsley Plantation, Duval County, Florida. In accordance with 36 CFR 800.3 we are requesting your comments on the results of a cultural resource inventory on this proposed project.

Between December 22, 2010 and March 23, 2011 John Whitehurst, Timucuan Ecological and Historic Preserve, Cultural Resource Specialist and Barbara Prettyman, Timucuan Ecological and Historic Preserve Archaeological Technician conducted a Phase I archeological survey for the Kingsley Plantation Proposed Tram Maintenance and Storage Facility. (Report No. TIMU-2011-0001)

This report has been reviewed for technical adequacy and conformance to NPS standards. Based on this review, we have made the following evaluations:

The report is acceptable to our office. One buried prehistoric/historic component and one non-historic structure were located, recorded and evaluated as a result of the Phase I study. These sites are discussed and evaluated below.

### **Site Description: Historic/Prehistoric Buried Component 8Du108**

The buried portion of site 8Du108 located during this survey is located approximately 110 m east of the Kingsley Plantation Barn (See Appendix B, Kingsley Plantation Historic District Archaeological Component Photographs). It is in an area overgrown with palmetto and tertiary hardwood growth with a dense understory. Deep well drained sands occur throughout this area. Within the sands is a concreted layer of hardpan which forms starting at approximately 70 cm below surface and varies in depth to 100 cm.



A wide, dispersed artifact scatter is found beginning 10 meters west of the extant Johnson Pole Barn. The scatter of prehistoric and historic artifacts were isolated along transect 1 and transect 1A (See Figure 2, 8Du108 Tram Facility Project Shovel Test Grid). This scatter forms a rough arc to create the northeast boundary of 8Du108. In all, 173 artifacts and ecofacts were recovered from the 7 shovel test associated with these two transects.

### **Kingsley Plantation Structures, 8Du108:**

One structure was identified for recordation. This structure is known to park personnel as the Johnson Barn site (See Appendix C, Kingsley Plantation Historic District Johnson Barn Photographs). The building is the standing remains of a dilapidated pole barn built by the former owner of the property and left standing when the Park took ownership. This barn is of fairly recent construction having been built sometime after the 1970's. It was built on a wooden frame covered over with ply-wood and had a tin roof attached. The storage room of this building does not have a foundation and it was built off the ground using cement blocks at each corner. A tin roof shelters the pole barn portion of the building attached to the storage shed. The building has fallen into disrepair over time due to neglect and deterioration caused by the environment. The tin roof is rusted through in more places than not and the wooden elements of the structure have evidence of termite damage. The interior floor within the storage unit has deteriorated to the point that the runners of the building and ground beneath them can be seen over a large area. Electrical wiring and other elements have been ripped from the walls perhaps by someone to recycle the copper.

All in all the building is in poor shape. It has no intrinsic historic value and the style of architecture is unrelated to any other found in the historic period of the district.

### **Site Evaluation:**

The buried historic/prehistoric component located 20-30 meters west of the potential area of affect for the project is evaluated as not eligible for listing on the National Register of Historic Places for potential to yield information important to history or prehistory [36 CFR 60.4(d)]. The prehistoric and historic materials recovered from the shovel tests were not located in any type of feature or cultural fill which would give researchers an insight into the relationship they might have with the operation of the plantation or with its inhabitant's daily activities. The artifacts are few and wide spread and while the historic materials may have been consolidated in a dump or some other type of features, it appears that based on the mottling and mixing of the soils they were probably dispersed due to plowing or other activities. At least two historic roads were known to have occurred throughout this area as well, although their exact routes have not been firmly established. The dispersal of this material may also have been due to wagons and other vehicles traveling through this area.

### **Johnson Barn:**

The Johnson Barn is not eligible for listing on the NRHP under any of the 36 CFR 60.4 criteria. The building is not associated with any of the historic construction era of buildings within the Kingsley Plantation Historic District nor has it been identified with any individuals important in local, regional, or national history. The building is not the work of a master nor possesses high artistic value. The architectural design of the building is not distinctive enough to be given consideration for eligibility on the NRHP, nor does the property manifest distinctive characteristics of a type, period, or method of construction that can be considered eligible for the NRHP. Physical evidence has not been observed at the site that might indicate a likelihood of the site to yield information important in history or

prehistory, and historical sources do not indicate a potential for the building to contain information not evident from surface examination. In addition, the integrity of the interior and exterior of the building has been undermined due to deterioration caused by environmental effects.

The new tram maintenance and storage facility will be constructed within the exiting foot print of the Johnson Barn. This area is screened from the main complex of the Kingsley Plantation Historic District by at least an acre of foliage consisting of oak hammock and understory.

Based on the findings above, the proposed tram maintenance building project will have no effect on any historic properties related to the Kingsley Plantation Historic District. The project is recommended to be authorized to proceed with no further cultural resource work.

Should you have any questions or concerns about this project please contact John Whitehurst, Cultural Resource Specialist, at 904-251-3537 or via e-mail at [John\\_Whitehurst@nps.gov](mailto:John_Whitehurst@nps.gov).

Sincerely,

A handwritten signature in cursive script that reads "Barbara Goodman".

Barbara Goodman  
Superintendent

Enclosure



FLORIDA DEPARTMENT OF STATE

**Kurt S. Browning**

Secretary of State

DIVISION OF HISTORICAL RESOURCES

Ms. Barbara Goodman  
United States Department of the Interior  
National Park Service  
Timucuan Ecological and Historic Preserve  
Fort Caroline National Memorial  
13165 Mt. Pleasant Road  
Jacksonville, Florida 32225

October 10, 2011

Re: DHR Project File No.: 2011-03988 / Received by DHR: September 1, 2011  
*Kingsley Plantation Proposed Tram Maintenance and Storage Facility, Cultural  
Resource Inventory*

Dear Ms. Goodman:

Our office received and reviewed the above referenced survey report in accordance with Section 106 of the *National Historic Preservation Act of 1966* (Public Law 89-665), as amended in 1992, and 36 C.F.R., Part 800: *Protection of Historic Properties*, and Chapter 267, *Florida Statutes*, for assessment of possible adverse impact to cultural resources (any prehistoric or historic district, site, building, structure, or object) listed, or eligible for listing, in the National Register of Historic Places (NRHP).

Between December 2010 and March 2011, National Park Service (NPS) staff conducted an archaeological and historical survey of the proposed tram maintenance and storage facility project area. NPS identified a portion of the archaeological site associated with the NRHP-listed Kingsley Plantation (8DU108) and documented a 1970's era barn.

NPS found that the archaeological site, as it is expressed in the project area, lacks diagnostic artifacts, features, or artifact concentrations. It does not appear to have research potential to warrant listing in the NRHP and is considered non-contributing to the 8DU108. NPS also determined that the Johnson Barn does not appear to meet minimum criteria for listing in the NRHP.

NPS determined that the proposed undertaking will have no effect on historic properties related to the Kingsley Plantation Historic District or other cultural resources listed, or eligible for listing, on the NRHP. AHC recommends no further investigation of the project area.

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

☐ Director's Office  
850.245.6300 • FAX: 245.6436

☐ Archaeological Research  
850.245.6444 • FAX: 245.6452

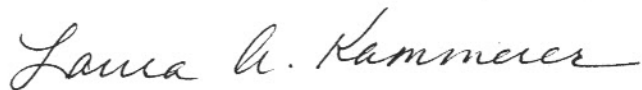
☒ Historic Preservation  
850.245.6333 • FAX: 245.6437

Ms. Goodman  
October 10, 2011  
Page 2

Based on the information provided, our office concurs with these determinations and finds the submitted report complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*.

For any questions concerning our comments, please contact Rudy Westerman, Historic Preservationist, by electronic mail at [rjwesterman@dos.state.fl.us](mailto:rjwesterman@dos.state.fl.us), or by phone at 850.245.6333. We appreciate your continued interest in protecting Florida's historic properties.

Sincerely,

A handwritten signature in cursive script that reads "Laura A. Kammerer". The signature is written in dark ink and is positioned above the printed name and title.

Laura A. Kammerer  
Deputy State Historic Preservation Officer  
For Review and Compliance

## Appendix F – Preserve Fauna that may Occur in the Study Area (Uplands Species)

Sources: Preserve's General Management Plan (NPS, 1996) Draft Preserve Bird Study (NPS 2007a), and the State Park's *Unit Management Plan* (FDEP, 2008).

The study area is located entirely in uplands, therefore this section includes species known to occupy uplands in the Preserve.

**Mammals:** Mammals documented to occur in uplands in the Preserve include the white-tailed deer (*Odocoileus virginianus*), bobcat (*Lynx rufus*), gray fox (*Urocyon cinereoargenteus*), Florida mink (*Mustela vison lutensis*), Atlantic salt marsh mink (*Mustela vison lutensis*), river otter (*Lutra canadensis*), raccoon (*Procyon lotor*), opossum (*Didelphis virginiana*), unidentified bats (*Vespertilionidae* or *Molossidae*), eastern mole (*Scalopus aquaticus*), eastern gray squirrel (*Sciurus carolinensis*), marsh rabbit (*Sylvilagus palustris*), eastern cottontail (*S. floridanus*), rice rat (*Oryzomys palustris*), round-tailed muskrat (*Neofiber alleni*), cotton mouse (*Peromyscus gossypinus*), and two non-native species: nine-banded armadillo (*Dasypus novemcinctus*) and the feral pig (*Sus scrofa*).

**Reptiles:** Reptiles documented to occur in uplands in the Preserve include include six-lined race runner (*Cnemidophorus sexlineatus*), southern fence lizard (*Sceloporus undulatus*), eastern glass lizard (*Ophisaurus vantralis*), broad-headed skink (*E. laticeps*), southeastern five-lined skink (*Eumeces inexpectatus*), Ground skink (*Scincella lateralis*), gopher tortoise (*Gopherus polyphemus*), eastern mud turtle (*Kinosternon subrubrum*), snapping turtle (*Chelydra serpentina*), striped mud turtle (*Kinosternon baurii*), Cooter (*Pseudemys floridana*), Florida box turtle (*Terrapene carolina bauri*), Florida softshell turtle (*Trionyx ferox*), Green anole (*Anolis carolinensis*), Florida cottonmouth (*Agkistrodon piscivorus*), corn snake (*Elaphe guttata*), yellow rat snake (*E. obsoleta quadrivittata*), scarlet king snake (*Lampropeltis triangulum*), eastern coachwhip (*Masticophis flagellum*), rough green snake (*Opheodrys aestivus*), scarlet snake (*Cemophora coccinea*), southern black racer (*Coluber constrictor priapus*), southern ring-necked snake (*Diadophis punctatus punctatus*), eastern indigo snake (*Drymarchon corais couperi*), and eastern garter snake (*Thamnophis sirtalis sirtalis*), and the non-native red-eared slider (*Trachemys scripta elegans*).

**Amphibians:** Amphibians documented to occur in uplands in the Preserve include the slimy salamander (*Plethodon glutinosus*), southern cricket frog (*Acris gryllus*), green treefrog (*Hyla cinerea*), squirrel treefrog (*Hyla squirella*), southern leopard frog (*Rana sphenoccephala*), Florida gopher frog (*R. areolata aesopus*), southern toad (*Bufo terrestris*), eastern narrow-mouthed toad (*Gastrophryne carolinensis*), eastern spadefoot

toad (*Scaphiopus holbrooki*) and non-native greenhouse frog (*Eleutherodactylus planirostris*)

**Birds:** More than 300 bird species have been documented to occur in uplands in the Preserve. Many other species occur in lowlands and even more flyover the Preserve. These include permanent resident species, winter or summer residents and migrants. Species that have been documented to occur in uplands include northern bobwhite (*Colinus virginianus*), green heron (*Butorides virescens*), white ibis (*Eudocimus albus*), wood stork (*Mycteria americana*), black vulture (*Coragyps atratus*), turkey vulture (*Cathartes aura*), red-shouldered hawk (*Bureo lineatus*), red-tailed hawk (*Buteo jamaicensis*), bald eagle (*Haliaeetus leucocephalus*), American Kestrel (*Falco sparverius*), Killdeer (*Charadrius vociferous*), American woodcock (*Scolopax minor*), and multiple species of doves, woodpeckers, vireos, crows, martins, swallows, titmice, nuthatches, creepers, wrens, kinglets, thrushes, mimids, starlings, pipit, warblers, sparrows, towhees, juncos, cardinals, grosbeaks, buntings, meadowlarks, blackbirds, orioles, finches and sparrows.