National Park Service

Cultural Landscapes Inventory

2020



Castillo de San Marcos and Fort Matanzas National Monuments

Saint Augustine, Florida

Table of Contents

Cultural Landscape Inventory (CLI) General Information: 2
Inventory Unit Summary and Site Plan.....6
Concurrence Status 17
Geographic Information and Location Map 18
Management Information 25
National Register Information 28
Chronology and Physical History.....39
Analysis and Evaluation of Integrity 76
Condition Assessment 147
Bibliography and Supplemental Information: 151

Cultural Landscape Inventory (CLI) General Information:

Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI) is a comprehensive inventory of all significant landscapes located in units of the National Park System in which the National Park Service has, or plans to acquire any enforceable legal interest. It is one of the most ambitious initiatives of the National Park Service Cultural Landscapes Program. Landscapes documented through the CLI are those that individually meet criteria set forth in the National Register of Historic Places such as historic sites, historic designed landscapes, and historic vernacular landscapes, or those that are contributing elements of properties that meet the criteria. In addition, landscapes that are managed as cultural resources because of law, policy, or decisions reached through the park planning process, regardless of whether they meet the National Register criteria, are also included in the CLI.

The CLI provides a management inventory of evaluated cultural landscapes, as per Section 110(a)(1) of the National Historic Preservation Act, NPS Management Policies and Cultural Resource Management Guideline. Additionally, the CLI assists in establishing "a scientific/scholarly basis for resource management decisions," one of the primary goals identified in the National Park Service Strategic Plan. As such, the CLI aids managers in planning, programming, and recording treatment and management decisions.

The diversity of cultural landscapes in the National Park System, both in terms of scale and physical complexity, presents a significant challenge for a standardized inventory. Based on this diversity and the need to clearly articulate the physical character of the landscape for the purposes of the CLI, and ultimately for management, a hierarchy has been defined for subdividing a landscape into identifiable components and/or features. The following three categories have been selected to delineate a cultural landscape for inventory purposes:

Landscape: the primary focus of the CLI. It is the combination of component landscapes and/or features that define a cultural landscape that is eligible for the National Register of Historic Places.

Component Landscape: the definable physical area of a landscape that contributes to the significance of a National Register property or, in some cases is individually eligible for the National Register. A component landscape warrants individual documentation to adequately record the physical character of the overall landscape and can be further subdivided into smaller features. Examples may include a garden, canyon, overlook, cemetery, farmstead, or a memorial road system.

Landscape Feature: the smallest physical unit that contributes to the significance of a landscape and can be managed as an individual element. Examples may include a woodlot, earthwork, hedge, lawn, specimen tree, allée, barn, agricultural field, or vista. Information about landscape features is recorded in the Analysis and Evaluation section of the CLI.

The legislative, regulatory, and policy direction for conducting the CLI include:

National Historic Preservation Act of 1966 (NHPA) *(16 USC 470h-2(a) (1))*: Each Federal agency shall establish a preservation program for the identification, evaluation, and nomination to the National Register of Historic Places of historic properties.

Executive Order 13287: Preserve America, 2003: Sec. 3(a) Each agency with real property management responsibilities shall prepare an assessment of the current status of its inventory of historic properties required by section 110(a)(2) of the NHPA. No later than September 30, 2004, each covered agency shall complete a report of the assessment and make it available to the Chairman of the Advisory Council on Historic Preservation and the Secretary of the Interior (c). Each agency with real property management responsibilities shall, by September 30, 2005, and every third year thereafter, prepare a report on its progress in identifying historic properties in its ownership and make the report available to the Council and the Secretary.

The Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs Pursuant to the National Historic Preservation Act, 1998 Standard 2: An agency provides for the timely identification and evaluation of historic properties under agency jurisdiction or control and/or subject to effect by agency actions (Sec. 110 (a) (2) (A))

Management Policies 2006.5.1.3.1 Inventories: The Park Service will (1) maintain and expand the following inventories about cultural resources in units of the National Park System…Cultural Landscapes Inventory of historic designed landscapes, historic vernacular landscapes and historic sites….

Cultural Resource Management Guideline, 1997, Release No. 5, page 22 issued pursuant to Director's Order #28. As cultural resources are identified and evaluated, they should also be listed in the appropriate service-wide inventories of cultural resources.

Scope of the CLI

This CLI uses information derived from existing primary and secondary resources that contain information on the historical development and significance of Fort Matanzas National Monument. Sources include The Fort Matanzas Stabilization Team's *Historic Structure Report for Fort Matanzas* published in October 1980, Jere Krakow's 1986 *Administrative History*, the 2014 *Final General Management Plan and Environmental Impact Statement* (GMP/EIS) for Fort Matanzas National Monument, and Cécile-Marie Sastre's 2000 draft *History of the Cultural Landscape.* Other sources from the NPS archives at the Timucuan Ecological and Historic Preserve further inform the historic narrative.

The inventory of cultural landscape features applies the categories defined by the National Park Service in the 1998 *Guide to Cultural Landscape Reports*: natural systems and features, spatial organization, land use, cultural traditions, circulation, topography, vegetation, buildings and structures, views/vistas, setting, cluster arrangement, small-scale features, archeological sites, and constructed water features. An evaluation of the site's overall historic integrity and condition follows the methodology presented in the NPS Cultural Landscapes Inventory Professional Procedures Guide (2009). The CLI provides site plans that illustrate information from the site inventory and depicts the significant historic landscape and architectural features in the boundaries of the study area. The CLI does not provide treatment recommendations for management of the historic site.

Inventory Unit Summary and Site Plan

Cultural Landscape Inventory Name: Fort Matanzas and Fort Matanzas National Monument Headquarters and Visitor Center

Cultural Landscape Inventory Number:

Parent Landscape: Fort Matanzas National Monument

Parent Landscape Inventory Number:

Park Name: Fort Matanzas National Monument

Park Alpha Code: FOMA

Park Organization Code: 5270

Property Level: Landscape

Inventory Unit Size: Approximately 25 acres

Inventory Unit Description:

Fort Matanzas National Monument is located approximately 14 miles south of Castillo de San Marcos National Monument along A-1-A just north of the Matanzas Inlet. The historic fort is on Rattlesnake Island, where the Intracoastal Waterway joins the Matanzas River. NPS operates a visitor center and headquarters on the south end of Anastasia Island, almost opposite the historic fort. The visitor center complex also features a dock, restroom, nature trails, and support structures. These two areas are the project sites for this CLI.

The Spanish constructed Fort Matanzas between 1740 and 1742. Spain constructed a series of towers along the Matanzas River where soldiers watched for enemy ships entering the river from the south. The Matanzas River provided access to St. Augustine; and the Spanish constructed Fort Matanzas from which soldiers would harass enemy vessels and would alert the main garrison of threats. By the time the building was transferred to the United States in 1821, the fort was in very poor condition and never used by the United States War Department for military purposes. The War Department did, during their administration of the site, attempt to secure funds to stabilize the building for historic preservation purposes. Ownership of land around Fort Matanzas was also in question until 1916, when a Presidential Executive Order assigned the

islands lying in the Matanzas River, which included Rattlesnake Island, to the Fort Matanzas Military Reservation. Presidential Proclamation No. 1713 established the Fort Matanzas National Monument on October 15, 1924. The War Department oversaw a major stabilization of the building in 1927.The War Department transferred the site to the NPS by Executive Order No. 6166 on June 10, 1933 and No. 6228 on July 28, 1933. In 1937, NPS constructed a visitor center and ranger residence across the river from the historic fort. NPS also maintained the fort, made necessary repairs, and installed a seawall to protect the building from erosion. Proclamation No. 2114 on January 9, 1935 and No. 2773 on March 24, 1948 authorized the addition of acreage to the park. The Johnson family donated about seventy acres to the park in the 1960s.

Fort Matanzas National Monument was placed on the National Register of Historic Places on October 15, 1966. A National Register of Historic Places Inventory Form for Fort Matanzas was submitted to the National Register of Historic Places on September 29, 1976 and accepted on March 4, 1977. In 2008, Fort Matanzas National Monument Headquarters and Visitor Center was also placed on the National Register of Historic Places. The 1976 National Register of Historic Places nomination form for Fort Matanzas and the 2008 National Register of Historic Places registration form for the headquarters and visitor center identified contributing resources including Fort Matanzas, the visitor center, the historic utility building, and the designed landscape around the visitor center.

The 1976 nomination form for Fort Matanzas establishes a period of significance extending from 1500 to 1899. This timeframe includes the events surrounding the Ribault Massacre of 1565 in the national monument area and the subsequent construction of Spanish outposts built to defend the southern flank of St. Augustine at Matanzas Inlet. Fort Matanzas was the last of these outposts. Construction of the fort was completed in 1742. The fort was abandoned by the Spanish in 1805. Soon after, in 1821, Florida was ceded to the United States, which explains the period of significance extending into the 1800s, beyond the time of the fort's construction.

The areas of significance included in the 1976 Nomination Form for Fort Matanzas include engineering and military. The statement of significance reads that "two historical associations

comprise the basic significance of Fort Matanzas National Monument. First, the 1565 Ribault Massacre occurred somewhere in the area of what is now the park, and comprises part of the sequence of events whereby Spain eliminated France from its competition for dominance in northern Florida. Second, the series of Spanish outpost structures in the vicinity—the last and most impressive of which is Fort Matanzas—served as important defense elements for the Spanish at Castillo de San Marcos and thereby represent important defensive elements in Spain's protection of its interests in the New World."

The 2008 Nomination Form for Fort Matanzas National Monument Headquarters and Visitor Center establishes a period of significance extending from 1936 to 1937. This time frame relates to the construction of the facility. The visitor center, utility building, and dock were constructed first and followed by the installation of circulation and landscape features. Circulation features that connected the site with Ocean Shore Boulevard (now SR A1A), a beach ramp, a pump and well system, stormwater infrastructure, plant materials, and other site elements were installed during construction and were in place by 1937.

Fort Matanzas National Monument Headquarters and Visitor Center (HQ/VC) qualified under National Register Criteria A and C. The areas of significance are social history and architecture. They are eligible under Florida's New Deal Multiple Property Submission under the historic context "The New Deal in Florida, 1933-1943." They are also considered significant as an "exceptional example of NPS Rustic Architecture."

The National Park Service completed a *Final General Management Plan and Environmental Impact Statement* (GMP/EIS) for Fort Matanzas National Monument in 2014. That document "examines three alternatives for managing the National Monument for the next 20 years." [1] The NPS's preferred alternative is Alternative B, which the document describes as:

> Alternative B … centers around managing the National Monument in a manner consistent with its history as a small military outpost within a

[1] National Park Service, "Final General Management Plan and Environmental Impact Statement, Fort Matanzas National Monument," (Washington D.C.: National Park Service, 2014), iii.

> sometimes harsh, but beautiful and rich natural environment. There would be minimal development of new facilities or expansion of existing facilities. The primary interpretive themes of the park would continue to be the fort, its construction from locally available coquina stone, and its strategic location relative to the defense of St. Augustine. There would be increased emphasis on the interpretation of the natural environment as well.[2]

In 1938, the earliest year visitation data is available for the national monument and the first full year its Headquarters and Visitor Center (HQ/VC) was in operation, 20,726 people visited the national monument. In 2018, the annual visitation number had risen to 608,103.[3] Approximately 80% of visitors to the national monument visit only the Anastasia Island beach area of the park. Alternative B includes recommendations to accommodate more visitors, especially school-aged children. The document notes that the "the visitor center is too small to provide adequate space for orientation and interpretive programs and displays" and suggests that meeting the needs of increased visitation "would be accomplished through adaptive re-use of existing structures on the west side of SR A1A (Johnson House and New Deal era structures)" rather than constructing a new or rehabilitating the historic visitor center. Alternative B recommends the increased capacity of existing parking areas through "redesign, reorientation, and/or restriping."[4]

Alternative B also calls for the increased interpretation of the natural environment and an emphasis on low-impact recreational activities. Alternative B notes the need for expansion of parking areas to facilitate access to nature trails, boardwalks, fishing areas, and other outdoor spaces. The expansion of established parking lot footprints would occur outside of the HQ/VC area and only if "adverse resource impacts (including threatened and endangered species) can be avoided" during construction.[5]

[2] National Park Service, "Final General Management Plan and Environmental Impact Statement, Fort Matanzas National Monument," iii.
[3] National Park Service, "Annual Park Recreation Visitation," accessed online on 10/18/2019. (https://irma.nps.gov/Stats/Reports/Park/FOMA).
[4] National Park Service, "Final General Management Plan and Environmental Impact Statement, Fort Matanzas National Monument," 41.
[5] National Park Service, "Final General Management Plan and Environmental Impact Statement, Fort Matanzas National Monument," 53.

According to the purpose statement contained in its June 2016 foundation document, the Fort Matanzas National Monument "preserves the fortified watchtower, completed in 1742, which defended the southern approach to the Spanish military settlement of St. Augustine, and protects approximately 300 acres of Florida coastal environment." The foundation document identifies four statements of significance:

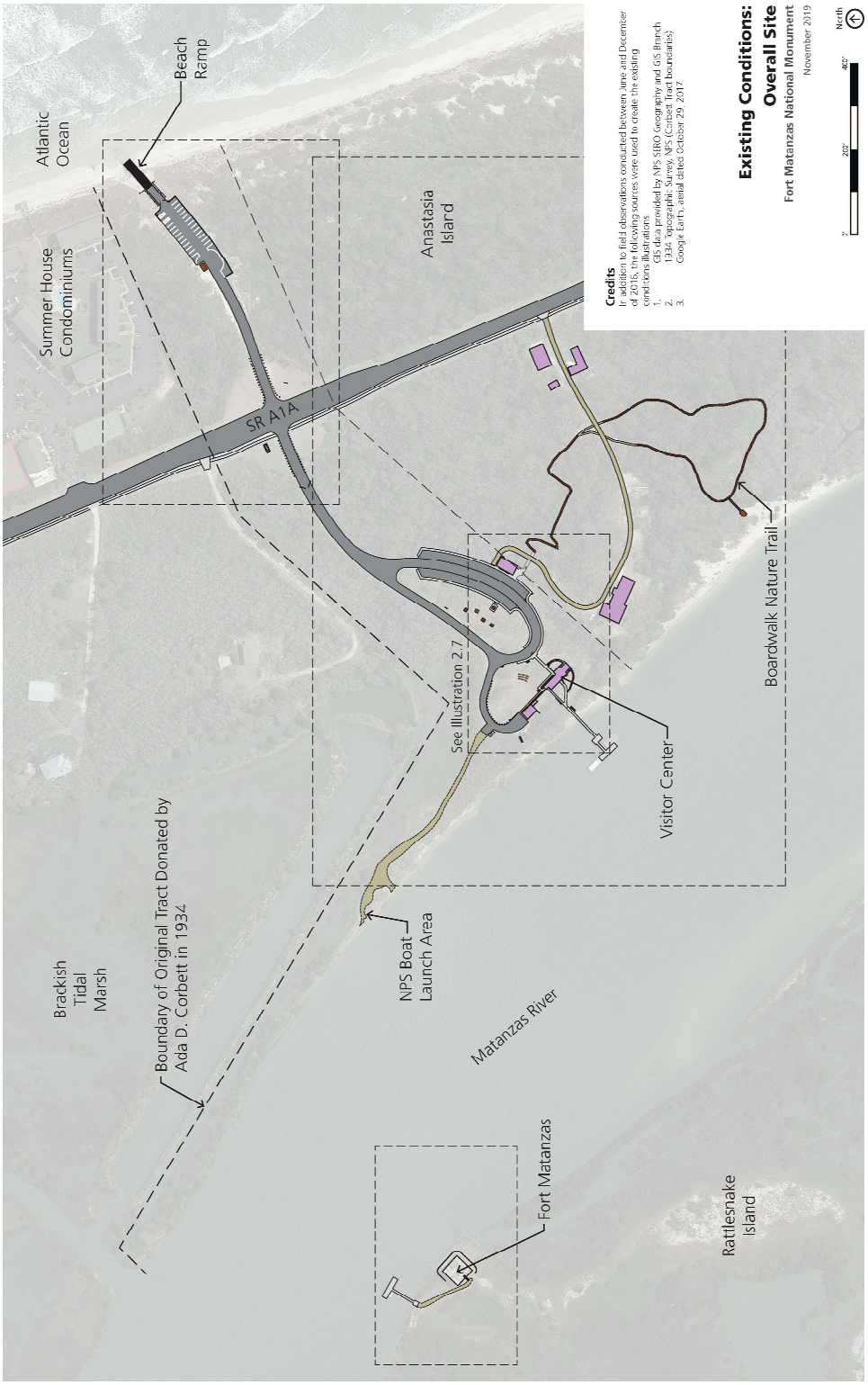
- Built from coquina, a locally quarried form of limestone, Fort Matanzas is the only example of a Spanish fortified watchtower in the continental United States.
- Fort Matanzas is the best-preserved component of the Spanish outer defense system that once protected St. Augustine.
- Fort Matanzas' setting provides a rare opportunity for visitors to experience the natural landscape as it might have appeared to an 18th-century Spanish soldier.
- Fort Matanzas National Monument preserves an undeveloped portion of an Atlantic barrier island and coastal ecosystem containing dunes, marsh, maritime forest, and associated flora and fauna, including threatened and endangered species.[6]

Fort Matanzas is the only certified listing for historic structures included in the NPS Cultural Resource Inventory System for Fort Matanzas National Monument. The management classification for the fort is "Must Be Preserved and Maintained." The Visitor Center/Ranger Residence Garage are listed as shadow structures. Their management classifications are ""Must Be Preserved and Maintained."

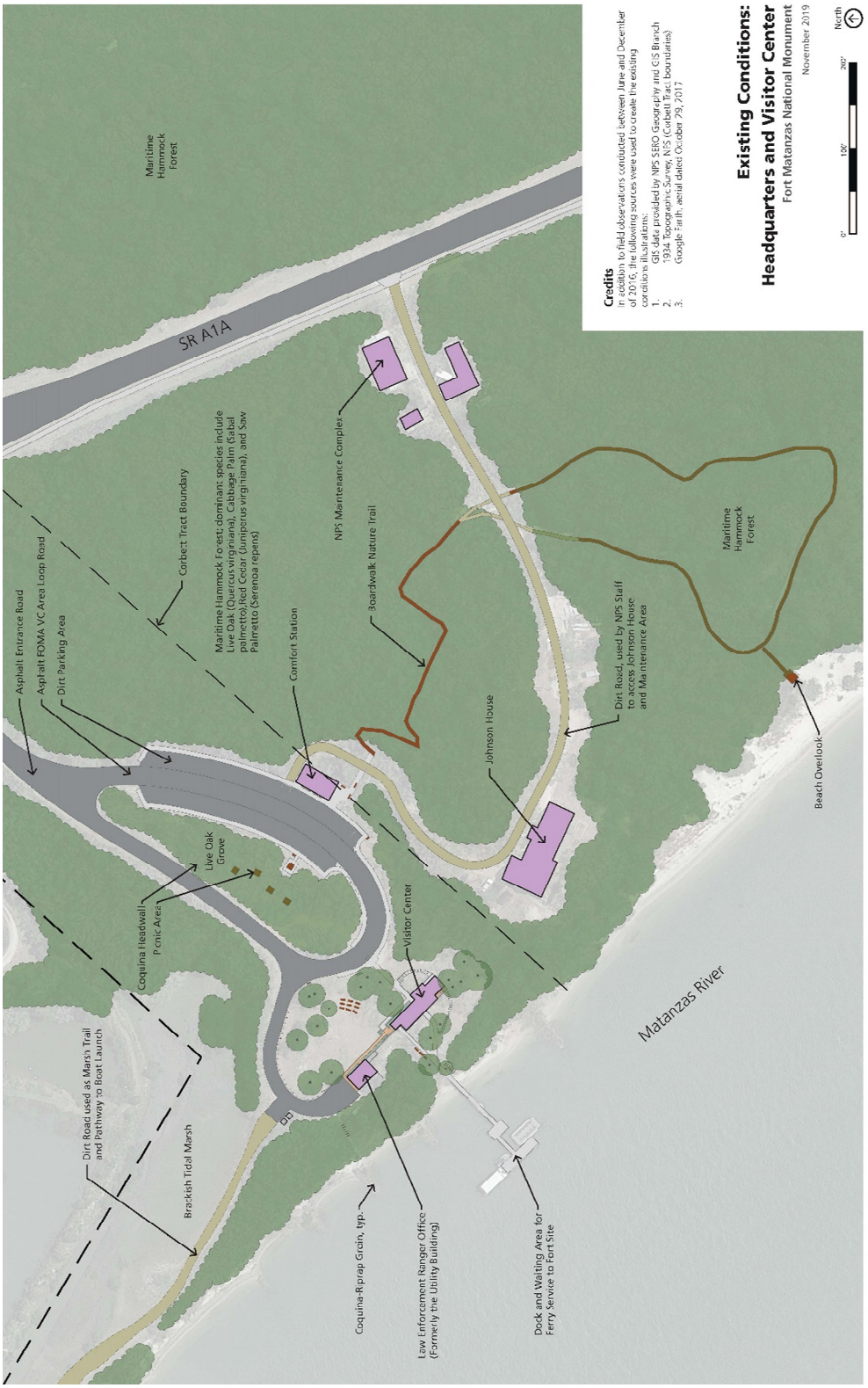
At the time of site visits to Fort Matanzas National Monument in 2017, 2018, and 2019, the landscape was in good condition.

[6] National Park Service, "Foundation Document, Fort Matanzas National Monument" (Washington D.C.: National Park Service, 2016) 5-6.

Site Plan:



Fort Matanzas National Monument, November 2019.



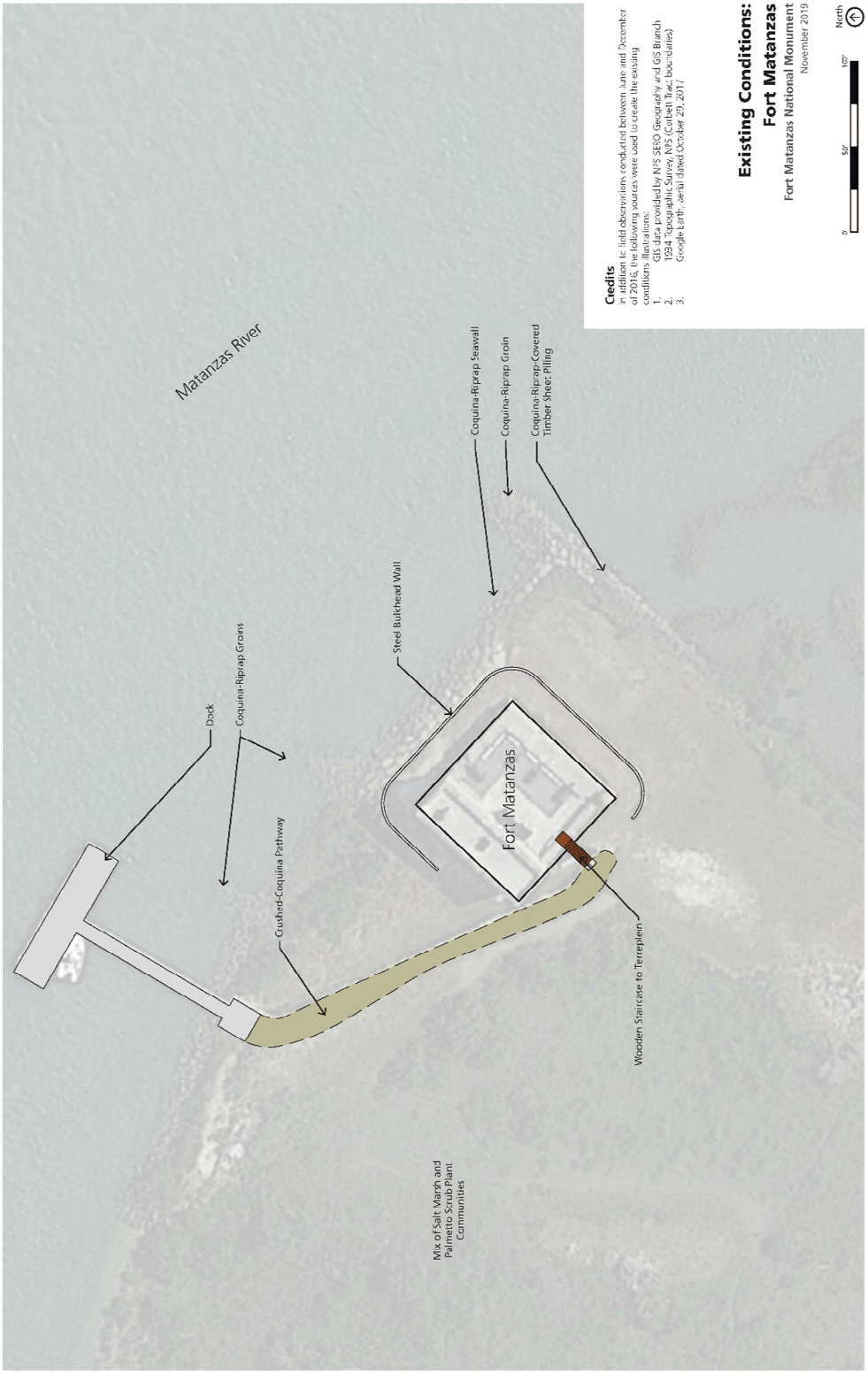
Fort Matanzas National Monument, November 2019.



Fort Matanzas National Monument, November 2019.



Fort Matanzas National Monument, November 2019.



Fort Matanzas National Monument, November 2019.

CLI Hierarchy Description:

Fort Matanzas National Monument is an approximately 300-acre site managed by the National Park Service (NPS). It is located approximately 14 miles south of St. Augustine, Florida on Rattlesnake Island and Anastasia Island.

The study area for this report includes the twenty acres of the HQ/VC complex on Anastasia Island and the 5 acres surrounding Fort Matanzas on Rattlesnake Island. This report organizes the study area into three component landscapes: Fort Matanzas, Fort Matanzas Headquarters and Visitor Center, and Beach Ramp. Each are relatively distinct, with unique histories of development, unique design aesthetics, and different user patterns.

Fort Matanzas stands in the middle of a cleared area on the northeastern end of Rattlesnake Island. The site is accessed via a boat from the visitor center. The Spanish completed construction of the fort in 1742. Fort Matanzas features a thirty-foot-high observation deck, a terreplein, officer and soldiers' quarters, and a powder magazine. In 1937, the NPS constructed a HQ/VC complex on the eastern side of the Matanzas River, slightly down river from the fort. A visitor center, historic utility building, and comfort station, with access roads, sidewalks, and walkways, along with other landscape features, are located west of SR A1A. A parking area and a beach access ramp are located to the east, between SR A1A and the Atlantic Ocean. This area is used almost exclusively for beach access and activities not related to historic tourism or interpretation.

Concurrence Status

Concurrence Status:

Inventory Unit Completion Status:

Park Superintendent Concurrence:

Park Superintendent Concurrence Date:

National Register Eligibility: Eligible

National Register Eligibility Date: October 15, 1966

Completion Status Explanatory Narrative:

The CLI for Fort Matanzas was completed through a contract agreement between the Southeast Regional Office (SERO) and the contractor, WLA Studio. Keyes Williamson (Principal) conducted fieldwork in 2017, 2018, and 2019 to document existing site conditions. Archival research and analysis for the CLI was conducted in October 2018.

Geographic Information and Location Map

Boundary Description:

Fort Matanzas National Monument occupies approximately three hundred acres located on the southern end of Anastasia Island (approximately two hundred acres) and the majority of Rattlesnake Island (approximately one hundred acres). The boundary of the national monument follows the outline of Rattlesnake Island, except for a narrow peninsula of land at the southern end of the island. The boundary of the national monument also follows the outline of the southern end of Anastasia Island. The boundary of the Anastasia Island portion of the national monument includes a narrow sliver of land extending northwards along the western shore of the island to incorporate land directly opposite the historic fort on Rattlesnake Island.

The boundary of the Fort Matanzas historic district is the same as the national monument. The boundaries of the Fort Matanzas National Monument Headquarters and Visitor Center historic district correspond with the boundaries of the 17.34 acres donated to the NPS in 1934 upon which to develop visitor facilities. It is roughly rectangular in shape, extending east to west across Anastasia Island. A sliver of land along the coast extends north along the Matanzas River to a point approximately opposite the historic fort on Rattlesnake Island.

According to St. Johns County, Florida records, the entire national monument includes the following parcel numbers:

- 186570 0000
- 186610 0000
- 186590 0000
- 186865 000
- 186630 000

State and County:

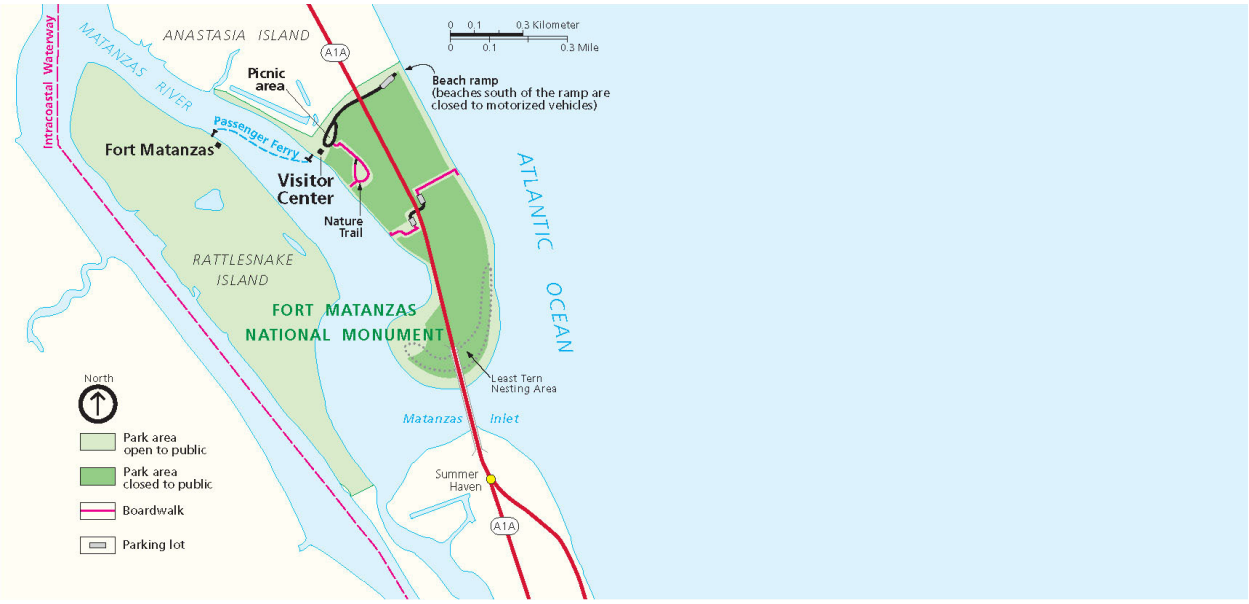
State: Florida

County: St. Johns

Size (Acres): 298.51

Location Map Graphic Information:

Location Map Graphic:



Fort Matanzas National Monument is located on south end of Anastasia Island and most of Rattlesnake Island.

Boundary Points:

Datum: WGS 84

Lat: 29.718385
Long: -81.230850

Lat: 29.710648
Long: -81.227380

Lat: 29.700429
Long: -81.231974

Lat: 29.716409
Long: -81.245322

Regional Landscape Context

Landscape Context Type: Physiographic

Context Description:

Fort Matanzas National Monument is located within the Coastal Plain region in northeastern Florida. It is composed of Holocene-aged sedimentary rock layers. The region is relatively flat, but drainage courses, including rivers and streams, cut through the higher, dryer elevations. Salt marshes occupy the low-lying areas along brackish water courses. Barrier islands along the coast, including Anastasia Island, protect the interior mainland. The national monument features dunes, marsh, and maritime forest. The majority of the national monument is evergreen forest (121 acres), followed closely by wetlands (72 acres).

The area surrounding Fort Matanzas, on Rattlesnake Island, is relatively flat and has been expanded around the fort by back-filled retaining walls. The visible area from the fort out to other portions of this island are filled with low-lying marshes with little topographic change compared to the landscape experienced near the headquarters and visitor center (HQ/VC) across the river, on Anastasia Island.

The area surrounding the HQ/VC features wooden dunes and open areas which are the sites of the buildings. The entire site transitions from elevations supporting mature forest cover to the sandy shore of the Matanzas River. The entrance drive brings people visiting the site from a highway with views out to the Atlantic Ocean down into a semi-enclosed, secluded landscape. This entry drive leads west from State Route A1A (SR A1A) to the headquarters and visitor center (HQ/VC) parking lot. The road gradually drops in elevation from roughly fourteen feet to six feet along the approximately eight hundred-foot-long approach to the HQ/VC. Once in the circular parking area, the natural mounds and vegetated dunes work with the surrounding vegetation to create a sense of enclosure and lead people to the national monument's visitor center. West of the visitor center, the slope toward the sandy western shore of Anastasia Island fades into the Matanzas River. North of the HQ/VC and parking area, a low-lying, open landscape at approximately one foot to two feet in elevation emerges when moving beyond the

vegetated buffer north of the entry drive. This opening reveals views to a nearby marsh. Dunes between 4 ½ feet and 6 feet tall along the western edge of the sandy trail beside the marsh conceal views to the Matanzas River until a break in these dunes appears roughly four hundred feet from the beginning of the walking trail.

The Beach Ramp landscape east of SR A1A is flat as the roadway leads to the Atlantic Ocean. The dunes along the sides of this roadway slope up to the vegetated edges of the developed parking and beach access area. The grade consistently drops as the route from the Beach Ramp landscape leads from the parking area to the lower levels of the sandy coast, and ultimately, to the Atlantic Ocean.

The physiographic features of Fort Matanzas National Monument have had a significant impact on the history of Florida and played important roles in the struggle to gain control of North America. After the events of 1565, when Pedro Menéndez de Avilés slaughtered French soldiers under the command of Jean Ribault, Matanzas River continued to be a major factor in the defense of St. Augustine and served as an escape and resupply route for the town. Wooden watchtowers were built along the Matanzas River to serve as lookout points to warn the town and Castillo de San Marcos of approaching enemy ships. By 1740, construction of Fort Matanzas was underway at the southern end of Rattlesnake Island. During the construction of the HQ/VC, the NPS also took into consideration the natural features of the site. The entrance road and buildings were designed to protect existing dunes and forests.

Landscape Context Type: Cultural

Context Description:

The earliest evidence of human occupation in the area containing the Fort Matanzas National Monument is during the Orange period (2000-1000 BC). This period, named for the Orange Mound in Volusia County, is associated with the development of distinctive fiber-tempered pottery. American Indians of the Orange period established seasonal camps and settlements, exploiting natural environment through hunting, fishing, and gathering subsistence activities. The national monument also shows evidence of occupation during the Transitional period (1200-500 BC), a period when American Indians developed sophisticated ceramics and established permanent settlements in the region. American Indians also occupied the area around the national monument during the St. Johns period (500 BCE to CE 1565), which was a period of American Indian population increase and development of new styles of pottery. It was also the period when oysters became the most dominant shellfish utilized for food.[7]

The Spanish explorer Juan Ponce de León investigated Florida in 1513, laying claim to the peninsula for Spain. Spain sought to establish control of Florida because of its strategic location along the sailing route between the Caribbean and Europe. Efforts to colonize Florida increased after Jean Ribault established a French settlement at Fort Caroline, on the St. Johns River in northeast Florida. Pedro Menéndez de Avilés led Spanish forces against Fort Caroline and its defenders in 1565. During this expedition, Menéndez established contact with a local Timucua leader, Chief Seloy, from which he received permission to establish a base of operations within his village. Within a year, the Spanish abandoned Seloy's village, to establish other settlements, eventually moving to the present-day site of St. Augustine.

Spain constructed a series of towers along the Matanzas River where soldiers watched for enemy ships entering the river from the south. The Spanish constructed the existing Fort Matanzas between 1740 and 1742. By the time the building was transferred to the United States in 1821, the fort was in very poor condition and never used by the United States War Department for

[7] Stephen C. Byrne, *Archeological Investigations at the Visitor Center Midden Site Fort Matanzas National Monument St. Johns County, Florida*, (Tallahassee: National Park Service Southeast Archeological Center, 1990), 10-12.

military purposes. The War Department did, during their administration of the site, attempt to secure funds to stabilize the building for historic preservation purposes.

During the late 1800s, the tourism industry extended to Anastasia Island from St. Augustine. The construction of travel routes from St. Augustine to the island, first a narrow causeway and later a wooden bridge, facilitated access to the area that "became a mecca for beach-lovers." Shortly after claiming the property across from Fort Matanzas, Darius Allen constructed a residential building on the land as well as a hotel. The land was sold to George W. Corbett in 1901. Corbett continued the business established by Allen, reopening the hotel as the Corbett Hotel.

Ownership of land around Fort Matanzas was also in question until 1916, when a Presidential Executive Order assigned the islands lying in the Matanzas River, which included Rattlesnake Island, to the Fort Matanzas Military Reservation. Fort Matanzas became a National Monument on October 15, 1924, at the same time as Castillo de San Marcos. The War Department oversaw a major stabilization of the building in 1927. In 1935, administration of Fort Matanzas transferred to NPS. In 1937, NPS constructed a visitor center and ranger residence across the river from the historic fort. NPS also maintained the fort, made necessary repairs, and installed a seawall to protect the building from erosion. Between 1935 and the 1960s, several donations of land increased the original size of the national monument to its current size, which encompasses approximately 300 acres.

Landscape Context Type: Political

Context Description:

Fort Matanzas National Monument is located within St. Johns County, Florida.

Management Information

General Management Information

Management Agreement: Must be Preserved and Maintained

Management Agreement Explanatory Narrative:

The National Park Service (NPS) currently manages Fort Matanzas in accordance with the 2014 *Final General Management Plan and Environmental Impact Statement* (GMP/EIS). That document "examines three alternatives for managing the National Monument for the next 20 years." [8]

> The NPS's preferred alternative is Alternative B, which the document describes as:
>
> Alternative B … centers around managing the National Monument in a manner consistent with its history as a small military outpost within a sometimes harsh, but beautiful and rich natural environment. There would be minimal development of new facilities or expansion of existing facilities. The primary interpretive themes of the park would continue to be the fort, its construction from locally available coquina stone, and its strategic location relative to the defense of St. Augustine. There would be increased emphasis on the interpretation of the natural environment as well.[9]

Neither the GMP/EIS nor the 2016 Foundation Document assigns a management category to the park. While the Foundation Document emphasizes preservation of historic resources, preferred Alternative B of the GMP/EIS is consistent with the Standards for Rehabilitation.

Fort Matanzas is the only certified listing for historic structures included in the NPS Cultural Resource Inventory System for Fort Matanzas National Monument. The management classification for the fort is "Must Be Preserved and Maintained." The Visitor Center/Ranger

[8] National Park Service, "Final General Management Plan and Environmental Impact Statement, Fort Matanzas National Monument," iii.
[9] Ibid.

Residence Garage are listed as shadow structures. Their management classifications are "Must Be Preserved and Maintained."

The LCS identification numbers for the listed historic structures are: Fort Matanzas (000350) and Visitor Center/Ranger Residence Garage (092440).

According to the national monument's General Management Plan, the national monument has no administrative commitments with other Federal or state agencies.

Adjacent Lands Information

Do Adjacent Land Contribute? Yes

Adjacent Lands Description:

The landscape around Fort Matanzas National Monument includes developed and undeveloped land along the Matanzas River. The Matanzas River features salt marshes, estuarine lagoons, oyster bars, mangrove tidal wetlands, and marine environments. These natural systems would have been present during the historic period. The undeveloped adjacent lands also contribute to the national monument's views and overall setting.

Management Agreement

Type of Agreement: *Cooperative Agreement*

Expiration Date: NA
Management Agreement Explanatory Narrative:

NPS Legal Interest

Type of Legal Interest: Fee simple

Public Access to Site

Public Access: With Permission

Public Access Explanatory Narrative:

Fort Matanzas National Monument is open to the public every day except Thanksgiving Day and Christmas Day. Access to the fort requires a boarding pass to ride the ferry. The boarding passes are provided free of charge at the visitor center. The ferry runs every half hour from 9:30 am to 4:30 pm.

FMSS Asset

FMSS Asset Location Code:

To be completed by NPS SERO.

National Register Information

National Register Landscape Documentation: Entered – Inadequately Documented

National Register Explanatory Narrative:
Presidential Proclamation 1713, signed on October 15, 1924, designated Fort Matanzas as a National Monument. The Fort Matanzas National Monument was placed on the National Register of Historic Places on October 15, 1966. A National Register of Historic Places Inventory Form for Fort Matanzas was submitted to the National Register of Historic Places on September 29, 1976 and accepted on March 4, 1977. In 2008, the Fort Matanzas National Monument Headquarters and Visitor Center was also listed on the National Register of Historic Places.

The 1976 nomination form for Fort Matanzas establishes a period of significance extending from 1500 to 1899. This timeframe includes the events surrounding the Ribault Massacre of 1565 in the national monument area and the subsequent construction of Spanish outposts built to defend the southern flank of St. Augustine at Matanzas Inlet. Fort Matanzas was the last of these outposts. Construction of the fort was completed in 1742. The fort was abandoned by the Spanish in 1805. Soon after, in 1821, Florida was ceded to the United States, which explains the period of significance extending into the 1800s, beyond the time of the fort's construction.

The areas of significance included in the 1976 Nomination Form for Fort Matanzas include engineering and military. The statement of significance reads that "two historical associations comprise the basic significance of Fort Matanzas National Monument. First, the 1565 Ribault Massacre occurred somewhere in the area of what is now the park, and comprises part of the sequence of events whereby Spain eliminated France from its competition for dominance in northern Florida. Second, the series of Spanish outpost structures in the vicinity—the last and most impressive of which is Fort Matanzas—served as important defense elements for the Spanish at Castillo de San Marcos and thereby represent important defensive elements in Spain's protection of its interests in the New World."

The 2008 Nomination Form for Fort Matanzas National Monument Headquarters and Visitor Center establishes a period of significance extending from 1936 to 1937. This time frame relates to the construction of the facility. The visitor center, utility building, and dock were constructed first and followed by the installation of circulation and landscape features. Circulation features that connected the site with Ocean Shore Boulevard (now SR A1A), a beach ramp, a pump and well system, stormwater infrastructure, plant materials, and other site elements were installed during construction and were in place by 1937.

Fort Matanzas National Monument Headquarters and Visitor Center (HQ/VC) qualified under National Register Criteria A and C. The areas of significance are social history and architecture. The period of significance corresponds to the construction of the HQ/VC complex: 1936-1937. The statement of significance explains that the buildings are significant at the local level under Criteria A and C. They are eligible under Florida's New Deal Multiple Property Submission under the historic context "The New Deal in Florida, 1933-1943." They are also considered significant as an "exceptional example of NPS Rustic Architecture."

National Register Update

The "*NPS Director's Order 28: Cultural Resource Management Guideline, Appendix Q: Preparing National Register Forms* states that "a park's historic properties should be documented in a single National Register form (as opposed to preparing separate forms for properties representing different aspects of the park's history)" and that this method "will promote an integrated approach to evaluating the park's cultural resources." [10] As previously stated, two separate National Register forms exist for the park unit. Therefore, this document suggests a unified period of significance for Fort Matanzas National Monument as 1565 to 1937. This date range replaces the beginning date of 1500, included in the 1976 Fort Matanzas Nomination Form, with 1565 to align the period of significance more closely with the Ribault Massacre. This range then extends through the construction of the headquarters and visitor center, completed in 1937.

Upon review of some of the available archeological reports prepared for the national monuments, it seems likely that the national monument site would meet National Register Criteria D for the potential to yield important information about early inhabitants of the area. It would also meet Criteria D for the potential to yield information about the Spanish colonial period.

[10] "NPS-28: Cultural Resource Management Guideline, Appendix Q: Preparing National Register Forms," *National Park Service*, August 2002, https://www.nps.gov/parkhistory/online_books/nps28/28appenq.htm

National Register Eligibility

National Register Concurrence: Entered-Documented

National Register Eligibility Concurrence Date: *10-15-1966 (Fort Matanzas)*

National Register Eligibility Concurrence Date: *12-31-2008 (Fort Matanzas HQ/VC)*

National Register Concurrence Explanatory Narrative: N/A

National Register Significance Level: National, State, Local

Contributing/individual: Contributing

National Register Classification: District

National Historic Landmark Information

National Historic Landmark Status: No

National Historic Landmark Date: Not applicable

Landmark Theme: Not applicable

World Heritage Site Information

World Heritage Site Status: No

World Heritage Site Date: Not applicable

World Heritage Category: Not applicable

World Heritage Statement of Significance:

Statement of Significance:

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Fort Matanzas National Monument Headquarters and Visitor Center (HQ/VC) qualified under National Register Criteria A and C. The areas of significance are social history and architecture. The period of significance corresponds to the construction of the HQ/VC complex: 1936-1937. The statement of significance explains that the buildings are significant at the local level under Criteria A and C. They are eligible under Florida's New Deal Multiple Property Submission under the historic context "The New Deal in Florida, 1933-1943." They are also considered significant as an "exceptional example of NPS Rustic Architecture."

Criterion A: Military History
After Ponce de León's 1513 expedition from Puerto Rico to Florida, the Spanish learned that the Gulf Stream provided the most efficient return route to Spain from their holdings in the Americas. The control of shipping channels along this route, including those on the eastern coast of Florida, was critical to the expansion of Spanish influence. In 1564, the French Huguenots established Fort Caroline in present-day Jacksonville, 60 miles north of what is now Fort Matanzas National Monument. Pedro Menéndez de Avilés was sent to defend Spanish interests in Florida and to remove this French threat. Jean Ribault arrived to resupply the French at Fort Caroline the same day Menéndez arrived in Florida. Jean Ribault and French forces sailed south to face the Spanish at their newly established base—St. Augustine. After being shipwrecked by heavy storms, the French began marching back north to Fort Caroline.

During the storm that shipwrecked Ribault and his men, Menéndez and the Spanish surprised and overtook Fort Caroline. Menéndez then traveled south with about 70 men to meet the returning French troops. The Spanish arrived at the southern end of Anastasia Island to find a group of 127 French soldiers south of Matanzas Inlet, unable to cross north to continue their march. The French surrendered and were "put to the knife" by the Spanish on land that is now part of Fort Matanzas National Monument. Jean Ribault was not with this group of Frenchmen but was traveling a few days behind with a second band of shipwrecked troops. Menéndez met Ribault and his men in the same manner—attempting to cross Matanzas Inlet. After surrendering, Ribault and 133 of his men were killed in the same way as the first group of Frenchmen. These events led to the inlet being named *Matanzas*, which is Spanish for *massacre* or *slaughter*.[11]

After the elimination of the French from the struggle over the region, the Spanish would maintain St. Augustine as their capital in Florida. Wooden watchtowers were built along the Matanzas River to serve as lookout points to warn the town and Castillo de San Marcos of approaching enemy ships. After repeated attempts by General James Oglethorpe, who had founded the nearby English colony of Georgia, to overtake St. Augustine, it was realized a fortified watchtower was needed to defend the town from an approach from Matanzas Inlet. By 1740, construction of Fort Matanzas was underway at the southern end of Rattlesnake Island. The British, having learned of the Spanish fort being built at Matanzas Inlet, sailed to St. Augustine to destroy the fort before it could be completed. After a failed attempt to land on Anastasia Island, they sailed south to Matanzas Inlet. On September 10, 1742, two English boats approached Fort Matanzas from the inlet. The boats were in firing range when “a cannon shot persuaded one of them to withdraw immediately, followed by the other a little later.”[12] It was then that the English realized that Fort Matanzas had been completed. The fort would be manned until it was abandoned in 1805, just prior to Florida's cession to the United States in 1821.

Criterion A: Social History

[11] Albert C. Manucy, *The History of Castillo de San Marcos and Fort Matanzas, from Contemporary Narratives and Letters* (Washington, D.C.: National Park Service, 1943), 1-6.
[12] The Fort Matanzas Stabilization Team, *Fort Matanzas Historic Structure Report* (Denver, CO: Denver Service Center, 1980), 28.

The HQ/VC complex was designed and built as a result of New Deal programs in the 1930s. During this period, President Franklin D. Roosevelt and his administration implemented programs to provide economic relief in the form of federally aided construction efforts. The HQ/VC complex is a product of the Public Works Administration (PWA), an agency created as part of the New Deal and one of the tools used to provide jobs during the Great Depression. On a broader scale, programs and agencies created by the New Deal, such as the Emergency Conservation Work (ECW) program established projects to be implemented by the Civilian Conservation Corps (CCC) and the PWA. The federal relief initiatives associated with the New Deal programs allowed the NPS to take on major construction projects during this time period. The HQ/VC complex is an example of such a project and is a significant physical link the New Deal era.

Criterion C: Architecture

The three buildings and the designed landscape in the study area, while from different eras, are all significant. Fort Matanzas is a coquina-masonry fort. The coquina stones used to construct the fort were quarried from El Peñón, just south of Matanzas Inlet. Architectural elements of Fort Matanzas' design are like those seen in other Spanish-built coastal fortifications. The parapet-enclosed terreplein is typical of these forts. The sentry tower is like those seen at other defensive structures, such as Castillo de San Marcos.

The historic buildings and landscape at the HQ/VC complex are significant as examples of the NPS rustic style of design popular during at the time of the complex's construction. This design style focused on natural building materials and finishes meant to blend the built environment into the natural environment. The construction of the visitor center and utility building included the use of coquina block, similar to Fort Matanzas, Castillo de San Marcos, and other buildings in the region. This material is also used in landscape elements such as headwalls, retaining walls, and planters. Aside from the materials used to construct the built environment, the placement of features and the importance of the natural environment are also indicative of the NPS rustic style. The entrance road was designed around the existing sand dunes, and plants were preserved to screen the buildings from long, axial views along the western entrance road. Rather than level

the sandy slopes where the visitor center was proposed, the building was constructed into these slopes. The buildings are thoughtfully designed and well-crafted while allowing the natural environment to remain a major focus of the visitor experience.

National Register Significance Criteria:

A- Associated with events significant to broad patterns of our history
B- Associated with the lives of persons significant in our past
C- Embodies distinctive construction, work of a master, or high artistic values

National Register Criteria Considerations:

National Register Period of Significance:

Start year: 1500 CE
End year: 1937 CE

Historic Context Theme

Time Period: 1500-1821 CE

Historic Context Theme: Peopling Places
Subtheme: Colonization and Conflict
Facet: Spanish settlement of Florida

Time Period: 1500-1821 CE

Historic Context Theme: Expressing Cultural Values
Subtheme: Architecture and Engineering
Facet: Colonial fortification design

Time Period: 1500-1821 CE

Historic Context Theme: Shaping the Political Landscape
Subtheme: Military Institutions
Facet: Defense of Florida and St. Augustine

Time Period: 1500-1821 CE

Historic Context Theme: Transforming the Environment
Subtheme: Landscape Architecture/Engineering
Facet: Construction of Fort Matanzas

Time Period: 1936-1937 CE

Historic Context Theme: Transforming the Environment
Subtheme: Landscape Architecture/Engineering
Facet: Construction of Headquarters and Visitor Center

National Register Areas of Significance:

Area of Significance Category: Architecture

Area of Significance Subcategory: ***None***

Area of Significance Category: Engineering

Area of Significance Subcategory: ***None***

Area of Significance Category: Exploration/Settlement

Area of Significance Subcategory: ***None***

Area of Significance Category: Military

Area of Significance Subcategory: ***None***

State Register Documentation

State Register Documentation Name:

State Register Identification Number:

State Register Date Listed:

NRIS Information

Name in National Register: Fort Matanzas

NRIS Number: 66000098

Primary Certification:

Primary Certification Date: 10/15/1966

Name in National Register: Fort Matanzas National Monument Headquarters and Visitor Center

NRIS Number: 08001245

Primary Certification:

Primary Certification Date: 12/31/2008

Chronology and Physical History

Primary Historic Function:

Major Category: 13 - Defense

Category: 13 B - Fortification

Use: 13 BC – Fortification-Other

Primary Current Use:

Major Category: 99A – Trust Asset (Held by Government)

Category: N/A

Use: N/A

Other Current and Historic Uses/Functions:

Major Category: 15 – Landscape

Category: 15 – A Leisure-Passive (Park)

Use: N/A
Type: Historic and Current

Major Category: 15 – Landscape

Category: 15C – Functional Landscape

Use: 15CA – Vehicular Circulation
Type: Both Current and Historic

Major Category: 16 – Transportation

Category: 16D – Road-Related

Use: 16DA - Automobile

Type: Both Current and Historic

Major Category: 16 – Transportation

Category: 16 –D Road-Related

Use: Parking Area

Type: Historic and Current

Major Category: 15 – Landscape

Category: 15C – Functional Landscape

Use: 15CB – Pedestrian Circulation

Type: Both Current and Historic

Major Category: 08 – Recreation/Culture

Category: 08C – Museum

Use: 08CC – Exhibit

Type: Current

Major Category: 05 – Education

Category: 05G – Interpretive Landscape

Use: N/A

Type: Current

Current and Historic Names

Name: Fort Matanzas National Monument

Type of Name: ***Current***

Name: Torre de Matanzas

Type of Name: ***Historic***

Name: Fuerte de Matanzas

Type of Name: ***Historic***

Cultural Landscape Types

- Historic Designed Landscape
- Historic Site

Ethnographic Associated Groups

- No Ethnographic Study Conducted

Chronology

Year	Event	Description
CE 1492	Explore	Christopher Columbus explores Western Hemisphere.
CE 1562	Built	French Huguenots, led by Jean Ribault, built Charles Fort at Port Royal Sound.
CE 1564	Built	French Huguenots, led by Jean Ribault, built Fort Caroline on St. John's River.
CE 1565	Military Operation	General Menéndez's ships arrive from Spain to remove French on St. John's River and establish compound north of present-day Castillo de San Marcos.
CE 1565	Military Operation	General Menéndez's troops double massacre Ribault and French soldiers at an inlet along the south end of Anastasia Island resulting in this inlet and the river running behind Anastasia Island to being known as the Matanzas River.
CE 1565 - 1574	Built	Spanish authorities construct four wooden forts in the area around the present town of St. Augustine.
CE 1569-1740	Built	Spain constructed series of wooden watchtowers at Matanzas Inlet.
CE 1586	Built	Spanish constructed their sixth fort, named San Juan de Pinos, on the mainland in a location near the present site of St. Augustine and Castillo de San Marcos.
CE 1586	Destroyed	Francis Drake, English privateer, led attack on St. Augustine capturing the town, burning down Fort San Juan de Pinos and capturing its bronze cannon.
CE ca. early 1600s	Built	Spanish built Castillo de San Marcos of wood.
CE 1668	Military Operation	Robert Searles attacks St. Augustine.

CE October 2, 1672	Built	Groundbreaking of masonry fort, Castillo de San Marcos under the leadership of Governor Cendoya and supervised by Engineer Daza.
CE 1683	Military Operation	English pirates burn Matanzas watchtower, sail into Matanzas Bay, but never launch attack on St. Augustine.
CE 1695	Built	First phase of construction of the masonry fort, Castillo de San Marcos complete.
CE 1702	Military Operation	James Moore attacks St. Augustine.
CE 1739-1740	Military Operation	James Oglethorpe leads assault on St. Augustine.
CE 1740-1742	Built	Spanish built Fort Matanzas.
CE 1763	Land Transfer	Great Britain takes possession of St. Augustine.
CE ca 1765-1783	Altered	British troops repair fort and install guns.
CE 1784	Land Transfer	Spanish troops retake possession of St. Augustine under the terms of the Treaty of Versailles.
CE 1790-1810	Rehabilitation	Spanish make repairs to fort.
CE 1809	Damaged	Second floor of fort collapses.
CE 1818	Damaged	Foundation damaged and crack develops in parapet.
CE 1820	Damaged	Lightning strikes fort.
CE 1821	Inhabited	United States takes possession of St. Augustine.
CE late 1800s	Built	Darius Allen builds home and hotel on Anastasia Island across from Fort Matanzas.
CE 1911	Altered	Florida Coastline and Transportation Company cut canal across marshland west of Rattlesnake Island.
CE 1924-1927	Rehabilitated	War Department stabilizes fort.
CE 1927	Built	Army Corps of Engineers constructs seawall around Fort Matanzas.

CE 1929	Reconstructed	Army Corps of Engineers constructs sentry box.
CE 1933	Land Transfer	Management of Castillo de San Marcos transferred to National Park Service.
CE ca 1930s	Altered	Army Corps of Engineers construct dike to close gap between Rattlesnake Island and adjacent marsh.
CE 1935	Land Transfer	Ada D. Corbett gifts 17.34 acres of land on Anastasia Island.
CE 1936	Built	NPS constructs dock and bulkhead around Fort.
CE 1935-1936	Built	NPS constructs Headquarters/Visitor Center and Utility Building
CE 1937	Built	NPS constructs landscape features at Headquarters/Visitor Center including roads, parking lot, and walkways.
CE 1940	Rehabilitated	NPS makes repairs to Fort Matanzas, including construction of new coquina seawall.
CE 1944	Damaged	Hurricane damaged corner of fort and seawall.
CE 1944	Land Transfer	Trustees of the Internal Improvement Fund deeded 120 acres to national monument.
CE 1948-1952	Rehabilitated	NPS complete several stabilization projects, including repairing southern corner and repointing tower and walls.
CE 1958	Built	NPS constructs new entrance sign.
CE 1962-1964	Land Transition	NPS accepts donation of 78 acres from Johnson family.
CE 1964	Damaged	Hurricane damages seawall at fort.
CE 1965-1971	Rehabilitated	NPS completes projects to stabilize shoreline of Rattlesnake Island and Anastasia Island.
CE 1976	Rehabilitated	NPS completes repair projects on Visitor Center building and repairs to repair groins on banks of Matanzas River.

CE 1978	Built	NPS constructs new docks at Anastasia Island and Rattlesnake Island.
CE 1983	Built	NPS constructs nature trail.
CE 1984	Rehabilitated	NPS repaves entrance road.
CE 2001	Built	NPS builds new dock at Rattlesnake Island.
CE 2019	Rehabilitated	NPS repaves entrance road and parking lot.

Physical History:

Period 1: 1513-1700 CE
Period 2: 1700-1762 CE
***Period 3: 1763-1784* CE**
Period 5: 1784-1821 CE
Period 6: 1821-1933 CE
Period 7: 1784-1821 CE
Period 8: 1933-Current CE

Physical History Narrative:

Project Setting

Fort Matanzas National Monument is approximately 14 miles south of St. Augustine, along SR A1A. The national monument encompasses approximately three hundred acres, including parcels on the eastern side and western side of SR A1A. This includes approximately two hundred acres on Rattlesnake Island, on the western side of the Matanzas River and one hundred acres on Anastasia Island. Fort Matanzas is on the northeastern end of Rattlesnake Island. The study area for this report includes the twenty acres of the HQ/VC complex on Anastasia Island and the 5 acres surrounding Fort Matanzas on Rattlesnake Island. This report organizes the study area into three component landscapes: Fort Matanzas, Fort Matanzas Headquarters and Visitor Center, and Beach Ramp.

The Spanish completed construction of the fort in 1742. The coquina masonry fortification replaced wooden towers designed to guard the southern entrance into the Matanzas River. Fort Matanzas features a thirty-foot-high observation deck, a terreplein, officer and soldiers' quarters, and a powder magazine. The United States War Department and, later, the NPS completed stabilization and restorations to the fort in the 1900s. The NPS constructed a new shoreline around the fort to protect it from shoreline erosion. The NPS also added a dock as part of its effort to facilitate visitation to the building. A ferry service transports visitors to the fort from the visitor center across the Matanzas River.

In 1937, the NPS constructed a HQ/VC complex on the eastern side of the Matanzas River, slightly down river from the fort. The HQ/VC complex extends across SR A1A. A visitor center, historic utility building, and comfort station, with access roads, sidewalks, and walkways, along with other landscape features, are located west of SR A1A. A parking area and a beach access ramp are located to the east, between SR A1A and the Atlantic Ocean.

Period 1: Spanish Territorial Claims in the New World (1513-1700)

Christopher Columbus's voyage of 1492 laid the groundwork for the Spanish colonization of portions of the Caribbean over the following decades. The Spanish began exploring North America soon thereafter. The "principal impetus for the Spaniards' exploration to the north of their Caribbean colonies was their need for slave labor."[13] They were also attracted by the continent's natural resources. Juan Ponce de León explored the coastline of Florida in 1513, claiming the area for the Spanish Crown. His attempt to establish a colony in *La Florida* in 1521 was contested by local American Indians however and failed.[14] Panfilo de Narváez landed in Tampa Bay in 1528 and explored the western edges of the Timucua territory. In 1539, Hernando de Soto led an army of five hundred soldiers through north and central Florida, fighting two battles against the Timucua, killing hundreds.[15] In order to justify the invasion of American Indian lands, Spanish explorers greatly exaggerated the presence of natural resources, gems and precious metals, and the barbarity and strangeness of the people living there, explaining to their Spanish financiers that the region was "begging for colonization."[16]

The Spanish wanted to establish a military outpost near the coast of North America from which to defend shipping lanes between the Spanish colonies in the New World and Spain. Ships laden with valuable cargo followed the Gulf Stream paralleling the Florida coast on their return voyage from ports in the Caribbean and South America.[17] Spanish sailors learned that the current helped propel ships along the coast of Florida and across the Atlantic. Preventing other European nations from interfering with the maritime routes became a primary military strategy of the Spanish. This resulted in the development of military strongholds in the Caribbean and in Spanish-controlled Florida.

[13] Charles Hudson, *Knights of Spain, Warriors of the Sun: Hernando de Soto and the South's Ancient Chiefdoms*, (Athens, Georgia: University of Georgia Press, 1997), 32.
[14] Ibid.
[15] NPS, "Timucuan: Original Florida Natives."
[16] Ibid., 36.
[17] The Gulf Stream is a water current that originates in the Gulf of Mexico, flows between the southern tip of Florida and Cuba, then flows north-eastward along the coast of Florida before turning across the Atlantic Ocean towards Europe.

The interaction between the missionaries and American Indians had a devastating impact on the tribes, who did not have immunity to infectious diseases introduced by the Europeans.[18] The Timucua in east Florida and Guale tribes along coastal Georgia were among the hardest hit. Despite the hardships wrought by enslavement, conquest, and conversion, American Indians from the Timucua, Guale and Apalachee (occupying the area of Florida between the Aucilla and Apalachicola Rivers) played a significant role in the history of the Spanish establishment of St. Augustine and the construction of Castillo de San Marcos.

Between 1562 and 1564, French Huguenots established control over an area along the southeastern Atlantic coastline by building Charles Fort in 1562 at Port Royal Sound (present-day South Carolina), which was quickly abandoned, and Fort Caroline in 1564 on St. John's River (present-day Jacksonville, Florida). Spain believed these French colonists, led by Jean Ribault, threatened their control over the important shipping channel along the coast of Florida. Spain's King Philip II sent General Pedro Menéndez de Aviles to remove the French. In August 1565, General Menéndez's ships, carrying 800 people, arrived at the St. Johns River. "After a brief sea chase [of Ribault], the Spanish retired south to a site they had reconnoitered, a Timucuan village called Seloy."[19] Menéndez established contact with a local Timucuan chieftain, Cacique Seloy. From Seloy, Menéndez received permission to fortify an existing building north of the present location of Castillo de San Marcos. Menéndez added "earthworks, a moat, and artillery."[20] Menéndez named the fortified compound St. Augustine, because he had first sighted the land on August 28, the Feast Day of St. Augustine of Hippo.[21]

On September 10, Jean Ribault sailed south to confront Menéndez, but a hurricane carried his ships farther south and wrecked his fleet between present-day Daytona Beach and Cape Canaveral. At this time, Menéndez marched north to attack the mostly unguarded French settlement at Fort Caroline. Menéndez then marched south in search of Ribault. Ribault and 127

[18] Jason B. Palmer, "Forgotten Sacrifice: Native American Involvement in the Construction of the Castillo de San Marcos," The Florida Historical Quarterly Vol. 80, No. 4 (Spring 2002): 438.
[19] NPS, "The Massacre of the French," https://www.nps.gov/foma/learn/historyculture/the_massacre.htm
[20] The Historic Fortifications of St. Augustine Castillo de San Marcos and Fort Matanzas National Monuments Nomination to the World Heritage List by the United States of America 1990, 12.
[21] Brown, *Historic Resource Study*, 7 and NPS, "The Massacre of the French."

of the shipwrecked Frenchmen were blocked by an inlet as they tried to return over land to Fort Caroline.

Menéndez, along with about seventy soldiers, encountered a detachment of Ribault's men near the inlet along the south end of Anastasia Island.[22] As the Frenchmen had lost most of their food and weapons in the shipwreck, Menéndez seized the advantage and captured the French force. Menéndez "demanded that they give up their Protestant faith and accept Catholicism."[23] When the Frenchmen refused, 111 of them were killed. Two weeks later, a second group of French soldiers, including Ribault, appeared at the inlet. On October 12, Ribault and his men surrendered. After refusing to give up their faith, 134 of the men, including Ribault, were killed. The double massacres of French troops resulted in this inlet and the river running behind Anastasia Island to being known as the Matanzas River; "Matanzas" is the Spanish word for massacre or slaughter.[24]

Period 2: Conflict and Expansion of St. Augustine Defenses (1700-1762)

At the beginning of the 1700s, the territorial conflict between Spain, England, and France continued with the Queen Anne's War (1702-1713), also known as the War of Spanish Succession. England wanted Spain and France to relinquish its colonial territories in North America. Most of the primary features of Castillo de San Marcos were in place by 1701, when threat of war motivated the Spanish authorities in St. Augustine to strengthen Castillo de San Marcos in case of an attack. English settlers north of Florida made raids into East Florida, forcing Spanish authorities to send soldiers to several missions around Florida to watch out for possible threats.

One direct attack came in 1702, when James Moore, the Governor of the Carolina colony, led a force against St. Augustine. His force numbered approximately 1,200 men, including a large contingency of American Indians. The English force first occupied the Spanish outpost Santa María on Amelia Island and San Juan on St. Johns River. Two Spanish soldiers communicated

[22] According to a Historic Structure Report on Fort Matanzas, "the island became known in succession as La Escolta, Island of La Cantera, and Santa Anastasia." See The Fort Matanzas Stabilization Team, *Fort Matanzas Historic Structure Report* (Denver: Denver Service Center, 1980).
[23] NPS, "The Massacre of the French."
[24] NPS, "The Massacre of the French."

these events to the main garrison in St. Augustine. Florida Governor Joseph de Zúñiga y Cerda prepared for the attack and moved four months of provisions into Castillo de San Marcos in case of a siege.

As Daniel moved overland, Governor Moore sailed several warships into position through the St. Augustine Inlet and surprised the Spanish in St. Augustine. Residents abandoned the town and sought refuge in Castillo de San Marcos. The combined English forces marched into the unguarded town, occupied the St. Francis Monastery south of Castillo de San Marcos, and prepared to lay siege to the fort. Moore's men dug siege trenches towards the fort, where they set up artillery to bombard the newly completed fort. Moore only had four cannons however and was unprepared for a long siege. On December 26, Spanish reinforcements arrived in four ships.[25] Moore burned his own boats and retreated overland towards the St. Johns River. Upon their departure on January 29, 1703, Moore's troops set fire to St. Augustine, burning down most of its buildings.[26]

A boat that Governor Joseph de Zúñiga y Cerda sent to Havana requesting support in the face of Moore's attack had slipped out through Matanzas Inlet. Spanish officials recognized that the Matanzas River and Matanzas Inlet was a "weak spot in the St. Augustine defenses. An enemy could enter the inlet, sail north first on the Matanzas and then on the Sebastian River, land on the south or west shores of the latter, and thus surprise the town and its fort on a flank or the rear."[27] The Spanish had already constructed watchtowers along the coast to give St. Augustine warning of approaching ships, such as the watchtower at Matanzas Inlet as early as 1569. Between 1569 and 1740, the Spanish built a succession of wooden watchtowers at Matanzas Inlet, most located on the southern end of Anastasia Island.

Moore's siege also prompted the Spanish to build outworks to strengthen the defenses of St. Augustine from an overland attack. In 1736, Antonio de Arredondo, a military engineer, arrived

[25] Cécile-Marie Sastre, Castillo de San Marcos NM History of the Cultural Landscape for the Cultural Landscape Report (St. Augustine: Castillo de San Marcos and Fort Matanzas National Monuments, 2000), 32.
[26] National Park Service, *Castillo de San Marcos, A Guide to Castillo de San Marcos National Monument, Florida* (Washington D.C.: National Park Service, nd), 38.
[27] Matanzas Stabilization Team, *Matanzas Historic Structure Report*, 14.

in St. Augustine to inspect the fort and to develop plans for improving the town's defenses. During, the Spanish built additional fortifications beyond St. Augustine. These also included outpost fortifications defending the main routes towards the city. For example, in the late 1730s, the Spanish founded the town of Gracia Real de Santa Teresa de Mosé for Africans who had escaped from their former British masters and freed under the Spanish sanctuary policy. Fort Mose, several miles north of St. Augustine, added another layer of defense along the northern approach to the town. Fort Francisco de Pupo and Fort Picolata were farther west along the banks of the St. Johns River. In 1738, the Spanish built a stone watchtower on Anastasia Island to protect against an attack from across the river.

By the end of the 1730s, General James Oglethorpe, the leader of the British colonial settlement in Georgia, established military outposts along the coast in southern Georgia and northern Florida. Great Britain formally laid claim to this territory with the Charter of the Colony of Georgia in 1732. Seeking to establish a permanent military stronghold in the Georgia colony, General Oglethorpe first arrived upon the future site of Savannah on February 12, 1733. In the 1730s, disputes between England and Spain culminated in the War of Jenkins' Ear (1739 - 1748). England declared war on Spain on October 23, 1739 after a series of naval battles in the Caribbean. Spain made the formal declaration of war on England on November 28.

In late 1739, General Oglethorpe assembled a regiment of men from South Carolina to challenge St. Augustine. General Oglethorpe invaded eastern Florida, first raiding Spanish outposts on the St. Johns River. In January 1740, his troops destroyed Forts Francisco de Pupo and Picolata. In June 1740, Oglethorpe attacked St. Augustine and laid siege of the fort. For 27 days, Oglethorpe's troops bombarded Castillo de San Marcos. Governor Manuel de Montiano sent word to Spanish officials in Cuba asking for supplies and support. On July 7, six Spanish supply ships entered Matanzas Inlet. Oglethorpe had blockaded the Matanzas River and a brief naval battle occurred when the Spanish ships arrived. The British ships withdrew, opening a path for the Spanish to enter Matanzas Bay and dock at St. Augustine. On July 20, Oglethorpe abandoned the siege.

In 1736, Antonio de Arredondo, a Spanish military engineer sent to inspect the St. Augustine defenses, submitted a report that included a description of the strategic significance of defending the Matanzas Inlet,

> To the extreme south point of that Island (Anastasia), the bar of Matanzas is situated, where there is a guard stationed but without any shelter whatsoever. This is abandoned to the insult of any class of enemies. That guard is intended to give advice of any vessel that may come in that direction…. Hence I judge it necessary that on both these bars, a lookout tower be built, with the necessary defense and protection for the guards thereof, for the better service of the object intended.[28]

Oglethorpe's 1740 attack on St. Augustine had highlighted again the strategic importance of defending Matanzas Inlet. It was an unprotected flank where a naval force could approach undetected. Governor Manuel de Montiano agreed they needed a more substantial and permanent fortification along the Matanzas River. He directed engineer Ruíz de Oláno to build a masonry watchtower along the west banks of the river south of St. Augustine. According to one account, "It was perhaps the fall of 1740 when the construction of Matanzas Redoubt began for effective and permanent control of the inlet. The fort was finished in 1742."[29] Another report describes the fort as "situated on the small marshy island which separated that part of the Matanzas River, north of the small island, leading to St. Augustine, from the other part, south of the island, inner end of Matanzas Inlet, and due to the nature of the terrain, was built on wooden piling."[30] The defensive work occupied the island today known as Rattlesnake Island, on the banks opposite Anastasia Island.

The coquina-constructed building was rectangular in form, with three levels and measuring approximately 48 feet square and 40 feet tall. The uppermost level was an observation deck on top of a tower that rises above the lower level terreplein. Quarters and storage magazines occupy the space below the observation tower. The lower level extends horizontally from the base of the tower to create a terreplein for artillery. The Spanish referred to the structure as "Torre de

[28] Matanzas Stabilization Team, *Matanzas Historic Structure Report*,19-20.
[29] Nomination to the World Heritage List, 17.
[30] Matanzas Stabilization Team, *Matanzas Historic Structure Report* ,28-29.

Matanzas" or "Fuerte de Matanzas." In 1743, an unknown Englishman reconnoitered the Spanish defenses in St. Augustine, including Fort Matanzas. His sketch of the building provides a view of the building at that time.

Period 3: The British Occupation of Florida Period (1763-1784)

In 1763, France, Britain, and Spain agreed to the Treaty of Paris ending the French and Indian War. As part of the treaty, Spain relinquished control over Florida in exchange for maintaining possession of Havana, Cuba, which the British had captured during the war. Britain divided Florida into two territories: East Florida and West Florida. St. Augustine served as the capital of East Florida, which extended west to the Apalachicola River.

When British troops took possession of St. Augustine in 1763, they also used Fort Matanzas and made periodic repairs to the fort to keep it functioning. In 1763, Lt. Col. Robertson inspected Fort Matanzas and reported, "Matanzas is a tower, where the Spaniards had five guns which they have taken away, the garrison sends ten men hither, it serves to guard the lower bar at the south of the Island." The British installed two six-pounders at the fort as early as 1765 and stationed a small garrison at the fort. In 1783, they added two eighteen-pounders and refurnished the parapet with "earth-filled cedar merlons."

Period 4: The Second Spanish Period (1784-1821)

At the conclusion of the American Revolution, the Treaty of Versailles returned ownership of Florida to Spain. According to the terms of the treaty, Great Britain surrendered the forts of St. Augustine but was able to remove its weapons. On July 12, 1784, Spanish troops under Governor Vicente Manuel de Zespedes took possession of Castillo de San Marcos and Fort Matanzas.[31] When the Spanish returned to St. Augustine, they found the improvements that the British had made to the forts.

Spanish Engineer Mariano de la Rocque's inspected the forts around St. Augustine, including Fort Matanzas. His report on military buildings, dated July 31, 1789, declared Fort Matanzas in

[31] Matanzas Stabilization Team, *Matanzas Historic Structure Report*, 49.

satisfactory condition. A history of the structure recounts that according to De la Rocque, “nothing needed to be done to Fort Matanzas, but keep it in its extant condition. A small vessel should be provided for the use of the detachment stationed there. In case of war, the fort would be reinforced with a gunboat and two other boats manned by the numbers required for effective defense." The Spanish made minor repairs to the fort over the next several years. They replaced rotten wooden features, like ladders, doors, and the wooden merlons of the parapet. The Spanish repaired the terreplein to stop water from infiltrating the structure. In the 1790s and early 1800s, the Spanish made almost annual repairs to the fort, replacing deteriorated features, rebuilding the terreplein, and repairing cracks in the parapets and foundation. By 1796, Spanish officials reported concerns about the foundation of the fort. In July, "Commander Esteban Lacal reported that the foundations were badly deteriorated because Matanzas River was beating the walls continuously and displacing the stones." A force of masons arrived in August to repair the damage.

During this period, Spain again worried about possible attack on St. Augustine. In addition to Spain’s traditional foes, England and France, this time an additional threat came from Americans living near Florida's northern border. The Americans wanted to push Spain out of Florida in order to expand southward. In 1795 a group of English-speaking settlers living in northeast Florida and along the coast of southern Georgia revolted against the Spanish. According to various histories of the event, the settlers both coveted the land controlled by the Spanish in Florida and resented the Spanish for not protecting them from American Indian raids. In July, the rebels attacked the Spanish battery of San Nicolas, killing three Spanish soldiers and capturing an entire company. San Nicolas was located on the northern bank of the St. Johns River, in present-day Jacksonville, where the Kings Road intersected the river at a narrow spot in the river called “Pass de San Nicolas” by the Spanish and “Cow Ford” by the British.[32] The Spanish militia retook San Nicolas but the rebels escaped and most fled to Georgia. The rebels often presented themselves as members of the French Republic, leading to this rebellion being called "Florida's French Revolution."[33] Spanish officials, determined to punish the rebels and those

[32] Wayne Wood, Jacksonville’s Architectural Heritage: Landmarks for the Future (Jacksonville: University of North Florida Press, 1989), 229-230.
[33] Cormac A. O'Riordan, "The 1795 Rebellion in East Florida" 1995, University of North Florida Thesis and Dissertation. http://digitalcommon.unf.edu/edt/99. 12-13.

known to have assisted the rebellion, arrested several suspects and incarcerated many of them at Castillo de San Marcos. The rebellion highlighted another threat to Spanish rule in Florida and provided additional motivation to improve the defenses around St. Augustine.

As work progressed around St. Augustine to improve its defenses in the first decade of the 1800s, a Spanish council of war in February 1808 instructed St. Augustine officials to place obstacles in the Matanzas River to "delay an enemy's approach to St. Augustine in case of an attack, which would likely come via the inlet. Later the commanding engineer and the artillery engineer recommended the leveling of some sand dunes on Anastasia Island. The dunes, within a musket shot opposite Fort Matanzas, formed something like an entrenched line. If reached by an enemy, the dunes might have cancelled the fort's defense capability." In 1809, part of the second story floor of Fort Matanzas collapsed requiring major repairs.

On the heels of "Florida's French Revolution," between 1796 and 1802, England and Spain fought the Anglo-Spanish War. From 1812 to 1813, Americans living near Florida continued their efforts to disrupt Spanish control over Florida. Wanting to expand into Florida, Americans, mostly from Georgia, tried to destabilize the region with periodic forays into the area around the St. Johns and St. Mary Rivers. In March 1812, George Mathews, serving as an agent for the U.S. Government, led American forces that took possession of Fernandina and Amelia Island. Mathews' troops were called the "Patriots," and U.S. Navy gunboats provided support during the invasion.[34] Around March 23, the Patriots dislodged a Spanish garrison from Fort Picolata, twenty-one miles west of St. Augustine.[35] By March 25, they had marched to the outskirts of St. Augustine. After a reconnaissance of the town's defenses, the Patriots decided not to attack and marched north. They soon occupied Fort Mose, blocking access to St. Augustine from the north and laid siege to the town. On April 11, U.S. Army troops arrived and took possession of Fort Mose.[36] In May, a small flotilla of Spanish ships sailed to within firing range of Fort Mose. After shelling the Patriot and American camps for several hours, the flotilla returned to St. Augustine. With the outbreak of the War of 1812 in June, President James Monroe distanced his

[34] James G. Cusick, *The Other War of 1812: The Patriot War and the American Invasion of Spanish East Florida* (Gainesville: University Press of Florida, 2003).
[35] James G. Cusick, *The Other War of 1812,* 142.
[36] James G. Cusick, *The Other War of 1812,* 155.

administration from Mathews but decided to leave the American troops in Florida to block the British from gaining a foothold in Spanish territory. That summer and fall, Seminole warriors, allied with the Spanish, began raiding American positions. On September 11, 1812, Spanish forces, including twenty-five Spanish militiamen, thirty-two free blacks from the Seminoles' auxiliaries, and six Seminole braves, ambushed an American convoy headed to Fort Mose at the Twelve Mile Swamp, located approximately twelve miles out from St. Augustine.[37] The Americans, dispirited after the fight, abandoned Fort Mose on September 14, ending the siege of St. Augustine.[38]

Engineer Cortazar inspected Fort Matanzas around 1818. Cortazar found that "river erosion had exposed and destroyed part of the footing and undermined the scarp wall." The failure resulted in a crack in the parapet of the roof and through the arch over the officer's quarters. Cortazar recommended replacing the foundation and rebuilding much of the structure; but his proposal was never approved. Spain and the United States agreed to the Adams-Onis Treaty in 1819, which ceded Florida to the United States. The treaty stated, "His Catholic Majesty cedes to the United States, in full property and sovereignty, all the territories which belong to him, situated to the eastward of the Mississippi, known by the name of East and West Florida. The adjacent islands dependent on said provinces, all public edifices, fortifications, barracks, and other buildings, which are not private property, archives and documents, which relate directly to the property and sovereignty of said province, are included in this article."[39] Spain, however, did not immediately sign the agreement.

In November 1819, the United States informed Spanish authorities that it would forcibly take Florida unless Spain honored the terms of the Adams-Onis Treaty. The Spanish had not repaired the structural failure noted two years earlier by Engineer Cortazar when lightning struck the roof of Fort Matanzas on September 28, 1820, causing significant damage. Three weeks after the lightning strike, engineer de la Cruz described the fort:

[37] James G. Cusick, *The Other War of 1812,* 232–34.
[38] James G. Cusick, *The Other War of 1812,* 235.
[39] Digest of Legislative History Fort Matanzas National Monument (CASA FOMA Archives), 1.

> The Castillo called Matanzas, for the defense of the inlet, is located at a distance of 21 miles down the coast to the south. The inlet communicates with the bay over a navigable river with several other branches of little importance. This fuerte is a regular square of proper height, all of stone, but its foundations are destroyed and all that part containing the second story and the roof is completely ruined, due to inclement weather and lack of repairs which should have, according to several requests, been attended to several years ago.[40]

Period 5: The War Department Period (1821-1933)[41]

On January 29, 1821, the Spanish Government finally ratified the Adams-Onís Treaty. After the War Department took over management of the forts in St. Augustine in 1821, they found Fort Matanzas in poor condition. Vegetation grew on the terreplein and on the roof of the watchtower. Large vertical cracks were present in the curtain wall, caused in part by a failure of the foundation. Many of the smaller, historic features, including the sentry box, stairways, doors, and windows had disappeared.

After Lieutenant Henry W. Benham arrived in St. Augustine in 1839 to supervise the Corps of Engineers' work, he visited Fort Matanzas and drew a plan of the fort. Benham reported that it was in worse condition than Castillo de San Marcos (then called Fort Marion) and that "several cracks ran the length of the tower, tides undermined a portion of the terreplein and most of the sentry box had disappeared." Many years later, District Engineer Quincy A. Gillmore ordered Captain J. C. Post to inspect Fort Matanzas in 1880. "This was the first interest, although limited, shown by the War Department in the Matanzas tower in nearly four decades." Post reported that the fort was in "a decaying condition." Fort Matanzas also captured the imagination of tourists interested in the Spanish fortifications. A tourism guide to St. Augustine in the 1880s described Fort Matanzas: "The remains of the Spanish fort are seen on the right bank as the boat approaches Matanzas. Its ruins are among the most picturesque in Florida. In early morning and

[40] Matanzas Stabilization Team, *Matanzas Historic Structure Report*, 78-79.
[41] The period of development extends to the year the War Department transferred administration over the site to the NPS, which is 1933.

at sunset the fort and its surroundings present a scene of beauty well worth the journey to behold."

During this period, as St. Augustine became a popular tourist destination, a connection between St. Augustine and Anastasia Island improved accessibility to the island and raised awareness of Fort Matanzas. During the 1800s, Darius Allen acquired land on the southern end of Anastasia Island under the Homestead Act, which required he build a home and establish occupancy. In the late 1800s, as visitation to the island increased, Allen constructed a hotel on his property across the river from the historic fort. In 1901, he sold the property to George W. Corbett, who continued to operate a hotel on the site.

In 1885, Lieutenant George I. Scriven inspected the fort and reported that, considering its dilapidated condition, Fort Matanzas "is not worth restoring to its original state, even if such a restoration were advisable but, undoubtedly, as a relic of the Spanish occupancy of this country, it is worth a slight expense and care necessary to put it into a safe condition and to prevent it from crumbling away." Lieutenant Scriven reported that the tides had undermined the foundation. Evidence of erosion showed on the building's walls. Scriven prepared a detailed description of the structure and the interior rooms. His team also measured and recorded the dimensions of the building. Overall, the building was "falling into decay; the walls, undermined by the actions of the tides "had cracked. The erosion was worse on the east and south salient. There was vegetation growing on the terreplein and on top of the tower. The arch supporting the roof was missing stones. He concluded that the building required extensive repairs.

In the 1880s and 1890s, as numerous bills appeared in the United States Congress to fund maintenance and repairs to Castillo de San Marcos, one bill, introduced in February 1890, included $5,000 "to provide for the preservation of Fort Matanzas." These bills, however, were not passed. Another attempt to secure funds for Matanzas came in 1909, when J. E. Ingraham, an officer with the Florida East Coast Railway, alerted Senator Duncan Fletcher of Fort Matanzas' deteriorated condition. Again, the effort failed to secure money for the preservation of the fort.

In 1911, the Florida Coastline and Transportation Company cut a canal across the marshland west of Rattlesnake Island and Fort Matanzas. Beginning in 1833, the company had built an intracoastal canal from St. Johns River to Miami. "The canal used as many of the extant natural waterways as possible, but it could not keep a uniform depth due to tidal flow. The man-made cut across marsh land represented the attempt by the canal company to keep proper depth at the Matanzas Inlet area."

In July 1915, Fort Matanzas was listed on the War Department's "Bulletin 27" of historic properties. This document listed twelve forts and several historic memorials and monuments under its jurisdiction that should become national monuments. Florida Senator Duncan Fletcher wrote the Secretary of War requesting assistance on behalf of Fort Matanzas. It was unclear who owned the land around Fort Matanzas. On April 3, 1916, a Presidential Executive Order added the islands in the Matanzas River to the Fort Matanzas Military Reservation. In 1916, an appropriation of $1,025 provided for some of the necessary repairs. The work accomplished at the time included the rebuilding and repairs of walls, construction of a walkway to a boat landing, and removal of trees and vegetation growing on the fort. Workers with the Army Corps of Engineers repointed cracks in the walls with Portland cement, replaced missing stones, and rebuilt faces of walls. The Fortifications Act of 1917 provided funds for the preservation of "obsolete coastal defenses." Using these funds, the War Department made more significant repairs to the tower of Fort Matanzas.

In the early 1920s, when Major General William Black recommended preservation of Castillo de San Marcos (Fort Marion), he also argued on behalf of Fort Matanzas because of "its unique type of construction, its close connection with the early history of Florida, and the public interest which it attracts." In 1922, the Army Corps of Engineers inspected Fort Matanzas and prepared a proposal for stabilizing the fort. The proposal to put the fort "in a fair state of preservation and prevent undue deterioration" included the complete reconstruction of the south wall, the addition of drive pilings to secure the foundation, and the complete reconstruction of the foundation. The cost estimate for the work was $4,200. The War Department appropriated $2,375 for Fort Matanzas in 1924. It approved additional appropriations in 1926. A photograph dated 1923

shows the building's condition prior to repair. Over the course of these years, workers dismantled walls and rebuilt the foundation, "employing as much of the historic fabric as feasible, and replacing in their original positions the facing stones." They repaired the large vertical cracks in the main wall by placing tie rods through the roof and resurfaced the terreplein. They piled oyster shells around the foundation to protect the foundation walls from the waters of the river. Three years after laying down the oyster shell apron, the Army Corps of Engineers added a layer of riprap consisting of curb stones that "had been cast of concrete during the real estate boom." A photograph dated circa 1924 shows the building after the army's repairs. The foundations have been repaired, but the sentry box, which was reconstructed a few years later, is missing. The curb stones may be visible at the base of the building. The walkway to the dock almost meets the southeast corner of the building.

The army's attempts to stabilize Fort Matanzas continued in 1927. In November, the War Department constructed a seawall around the southeast corner of Fort Matanzas. During this period, the St. Augustine Historical Society was also overseeing the preservation work at Fort Matanzas. Access to the site improved when Ocean Shore Boulevard, with a wooden bridge over Matanzas Inlet, opened in 1927. In 1929, representatives of the St. Augustine Historical Society alerted the Army Corps of Engineers about a large crack developing in the area of the sentry box. The Army Corps of Engineers rebuilt the sentry box, finishing the project in December.

The War Department declined to spend money repairing non-strategic properties during World War I. By 1921, the War Department had concluded that Fort Matanzas lacked military value. Residents of St. Augustine however protested the disposal of Fort Matanzas and Castillo de San Marcos, which was also identified as surplus property. Major William C. Lamen, with the Jacksonville office of the Corps of Engineers, also argued against it. "To allow a spot so intimately connected with the history of this country to pass into the hands of private parties or to be controlled by state or municipal authorities would outrage local public sentiment somewhat similar to what would follow the suggestion that Washington's Monument or Arlington Cemetery be disposed of."[42]

[42] Sastre, *Cultural Landscape Report*, 54.

The Secretary of War sought the opinion of Major General Black, the now-retired engineer who had previously served in St. Augustine, about the future of the historic structures under their control. Black recommended that both Castillo de San Marcos (Fort Marion) and Fort Matanzas be preserved. The District Engineer in Jacksonville agreed.

In July 1922, the War Department removed both forts from their excess property list. In March 1923, Secretary of War John Weeks visited Castillo de San Marcos (Fort Marion). On October 15, 1924, President Calvin Coolidge designated Castillo de San Marcos (Fort Marion) and Fort Matanzas national monuments through provisions of the Antiquities Act of 1906.

Florida in the 1920s experienced a rapid increase in development leading to a real estate boom that spread to St. Augustine. Supported by improved railroad connections, like Henry Flagler's line that connected Florida with New York, real estate speculators bought and sold land at a rapid pace. Local community leaders in St. Augustine, wanting to promote real estate development on Anastasia Island, initiated plans to construct a new bridge over the Matanzas River. In 1927, construction finished on the Bridge of Lions between downtown St. Augustine and Anastasia Island. The 1,538-foot bridge, built in the Mediterranean Revival style, replaced a flat wooden bridge constructed in 1895 by the St. Augustine and South Beach Railway company. Developer David Paul Davis created the first significant residential development on Anastasia Island.[43] Davis received permission to dredge material from the bay, which he spread over the low-lying marsh ground on the north end of the island across the river from St. Augustine. He laid out an elaborate subdivision, which he named Davis Shores.[44] Two hurricanes that struck the area in 1926 and 1928 temporarily slowed development. Then, with the stock market crash in 1929, St. Augustine's boom ended for a generation.

Period 8: The National Park Service Period (1933-Current)

[43] David Nolan, The Houses of St. Augustine (Sarasota: Pineapple Press, Inc., 1995),76.
[44] Robert Steinbach and Larry Paarlberg, "Bridge of Lions/ DOT Structure No. 780074," National Register of Historic Places Inventory/Nomination Form, August 13, 1982.

President Woodrow Wilson signed the Organic Act on August 25, 1916 creating the National Park Service (NPS), a new federal bureau within the Department of the Interior. On June 10, 1933, President Franklin D. Roosevelt issued Executive Order 6166 that reorganized the National Park Service and dramatically increased the number of sites under its jurisdiction. This was followed on July 28, 1933 by Executive Order 6228 that specified the sites, parks, monuments, and memorials to be placed under Nation Park Service administration. These two executive orders transferred to the NPS the "functions of administration" for these sites then being managed by other federal agencies, in particular the Forest Service and the War Department. In total, 56 national monuments and military sites, including Fort Matanzas and Castillo de San Marcos (Fort Marion), transferred to NPS administration according to Executive Order 6228. On August 10, 1933, the War Department transferred one acre of land around Fort Matanzas to the NPS. The NPS chose to honor the War Department's agreement to permit the St. Augustine Historical Society to share management responsibilities at the two sites.[45]

Officials with the NPS visited Fort Matanzas in the fall of 1933. William J. Harris, who served as the curator of Castillo de San Marcos (Fort Marion), became the "Custodian of Fort Matanzas and Fort Marion." The NPS soon transferred Herbert Kahler to St. Augustine to oversee New Deal-created Civil Works Administration (CWA) projects at the two sites. Projects funded under the New Deal transferred from CWA to the Public Works Administration (PWA) in 1934. The NPS promoted Kahler to Acting Custodian of the national monuments in October 1934.

The Historic American Building Survey sent a team to document Fort Matanzas in February 1934. The HABS "team found the oyster shells at the southeast corner of the fort were being washed away by the river currents." The conditions of the area around the fort and the washed-out oyster shell apron appear in a 1934 photograph of the fort. The banks of the river appear to be several yards from the building. Erosion of the banks of the river concerned NPS officials. The Army Corps of Engineers constructed a dike closing a gap between Rattlesnake Island and an adjacent marsh as part of its rerouting the Intracoastal Waterway. The project immediately

[45] Jere L. Krakow, Administrative History of Castillo de San Marcos National Monument and Fort Matanzas National Monument (National Park Service, 1986), 40.

exacerbated erosion around the fort area. In September, the river was within two feet of the southwest corner and was cutting eighteen inches under the building.

In August 1935, Herbert Kahler became the superintendent of both Fort Matanzas and Castillo de San Marcos (Fort Marion); he served in this position until 1939. In 1935, Kahler helped negotiate "the acquisition by gift from Ada D. Corbett of 17.34 acres near the south end of Anastasia Island" on the east bank of the Matanzas River across from the historic fort. This property provided an opportunity for the NPS to develop park facilities and over the next few years, the NPS implemented several significant construction projects. The property still had an old water tower on site as well as several other frame buildings.

Among the projects approved by the NPS in 1935 were construction of docks, the stabilization of the area around the historic fort, and construction of a new visitor center. In September 1935, the PWA awarded a contract to construct two docks on the east and west sides of the Matanzas River. John LaBey, an NPS architect, proposed construction of a steel bulkhead around Fort Matanzas. On the opposite side of the river, the NPS considered constructing jetties to help slow the erosion of the banks of Anastasia Island. The NPS eventually approved and awarded the Fort Matanzas bulkhead project in the summer of 1936. "The bulkhead was designed to surround the fort on the south, east, and a small portion of the north side. The reason why the bulkhead was not to extend completely around the fort was due to lack of available funds." The bulkhead was twelve feet from the fort and was backfilled with large stones. On the side of the bulkhead facing the river, workers added a slope of riprap for additional protection.

In 1935, the NPS approved plans for constructing a visitor center on the newly acquired tract across the river from Fort Matanzas. The plans, drafted by staff with the NPS Eastern Division, Branch of Plans and Design, were directed and approved by Charles Peterson, Deputy Chief Architect, and Oliver Taylor, Deputy Chief Engineer. The NPS Eastern Division, Branch of Plans and Design drafted the plans for the buildings at the new visitor center as well as for the landscape. Landscape features include exterior stairs, retaining walls, coquina stone culverts, coquina curbs, parking areas, and roads. PWA provided funds for the project. The site featured

grassy dunes and mature live oak trees that the NPS incorporated into the site design, preserving natural site features where feasible. On the west side of Ocean Shore Boulevard (today's SR A1A) improvements included a sand-asphalt access road, a Headquarters and Visitor Center building, a parking lot, and a boat dock. East of Ocean Shore Boulevard, a sand-asphalt access road extended toward the Atlantic Ocean beachfront. This road terminated at a timber ramp providing vehicular access to the beach. A small parking area was sited just west of the timber ramp, on the north side of the access road. In August 1935, the NPS contracted O.P. Woodcock Construction Company of Jacksonville to construct the buildings. The project was completed by January 1936. The NPS contracted M.G. Caddell of Palatka to construct the access road, walkways, the entrance sign, and retaining walls around the buildings. Landscape construction began in January 1937 and finished that July.

The complex was officially opened to the public on October 12, 1937, Columbus Day. The two-story Headquarters and Visitor Center building (called the Fort Matanzas Visitor Center as of 2019) had the main visitor contact station on the lower story; a ranger residence occupied the second story. The complex also had a detached garage/utility building (called the Law Enforcement Ranger Office as of 2019). An NPS General Plan for Fort Matanzas, dated 1939, shows the layout of different features, including the Visitor Center, parking lot, sidewalks, and walkways. The plan also shows sand dunes preserved during construction.

Edward Freeland became the superintendent of the national monuments in May 1939. He served until December 1941, when C. Raymond Vinten replaced him. Superintendent Vinten served in the position until 1961. In 1940, the NPS made extensive repairs to the historic Fort Matanzas structure and again dealt with the problem of the eroding riverbanks and water threatening the fort. The Emergency Recovery Administration (ERA) completed a project for the NPS in 1940. It cleaned the steel sheet piling added a few years earlier and then constructed a new coquina seawall and two groins. The new coquina seawall was outside the older seawall and ERA workers filled the gap with sand dug from the island. ERA workers began taking sand from a site "seventy-five feet from the fort. Borresen believed that this site had been a lunette with ditch and

glacis." The NPS stopped the digging and moved the borrow site to another location on the island. Another layer of riprap was added to the outside of the new seawall.

A hurricane destroyed sections of the Fort Matanzas seawall and damaged the southeastern corner of the fort in October 1944. The NPS did not repair the fort wall until September 1945. Also in 1944, the Trustees of the Internal Improvement Fund deeded 120 acres of land, including the tidewater adjacent to Rattlesnake Island, to the Fort Matanzas National Monument. This land acquisition and an additional 89.42 acres added to the site by Presidential Proclamation 2773 brought the Fort Matanzas National Monument close to its present size. In 1946, Superintendent Vinten began negotiations with Howard M. and Tressa Johnson about donating property they owned adjacent to the national monument on the southern tip of Anastasia Island. The terms of the donation would not be finalized until 1962. The Johnsons owned property on either side of the national monument and lived in the historic building that had once been the Corbett Hotel.

In 1948 and 1949, the NPS contracted to rebuild the coquina seawall protecting Fort Matanzas. Between 1948 and 1952, the NPS completed several stabilization projects at the fort, which included repairing the southern corner and repointing the tower and west wall. Based on photographs of the Fort Matanzas visitor center area from 1950, the NPS also repaved the parking lot and replaced original crushed coquina walkways with asphalt sidewalks and traditional concrete walkways. The NPS expressed dissatisfaction with how the original parking lot was designed using sand asphalt as a base for the roads.

Residential development on Anastasia Island resumed after World War II. Davis Shores, the subdivision begun but never finished in the 1920s, began selling lots again. St. Johns County ran water and sewer service to the island. In 1955, the county opened the R. B. Hunt Elementary school to serve the growing number of residents on the island. Residential development filled the ocean side of the island first and then crept back across the island towards Matanzas Bay.

In 1956, Conrad Wirth, Director of the National Park Service, launched a plan to enhance national parks around the country, improving interpretive and visitor services as well as making

major upgrades to park infrastructure. Wirth's initiative became known as Mission 66, because the ten-year program was designed to be completed by 1966, the 50th anniversary of the National Park Service. Mission 66 provided $1 million for physical improvements at Castillo de San Marcos, "with an accelerated time frame to coincide with St. Augustine's 400th anniversary."[46]

During the Mission 66 period, the NPS made various improvements to visitor amenities at Fort Matanzas. In 1958, the NPS constructed a new sign at the entrance into Fort Matanzas National Monument. In July 1961, Bertrum Roberts became the superintendent upon the retirement of Superintendent Vinten. Superintendent Roberts oversaw several projects at Fort Matanzas and Castillo de San Marcos in the early 1960s. In 1962-1964, the NPS accepted the donation of 78 acres of land by Howard M. and Dr. Tressa C. Johnson to the Fort Matanzas National Monument. From the time of the construction of the Fort Matanzas Visitor Center, Johnson owned the land on either side of federal property. The NPS property prior to the donation was an inverted "L" shaped parcel that extended all the way across Anastasia Island from the Atlantic Ocean, on the east, to the Matanzas River, on the west. The base of the "L" extended northwest along the banks of the Matanzas River reaching a point directly across from the historic fort. The Johnson's family home was next to the Fort Matanzas Visitor Center, almost directly across the south property line. According to the Johnson's wishes, the donation took place over three years and they received a life tenancy on their property (Mr. Johnson died in 1971 and Mrs. Johnson died in 1974). The addition of these acres, valued in excess of $300,000, brought the national monument acreage to 298.51. In 1963, the NPS rehabilitated the dock at Fort Matanzas National Monument.

Hurricane Dora damaged the seawall at Fort Matanzas in 1964. In 1965, the NPS resumed their ongoing effort to stabilize the shoreline. The NPS also completed a shoreline stabilization and sand dune restoration project on Anastasia Island. On Rattlesnake Island, it also added a new timber revetment around the fort, which workers backfilled with soil and covered with sod. The next year the NPS repaired the old steel bulkhead and coquina seawall.

[46] Leslee F. Keys, "Preserving the Legacy: The Hotel Ponce de Leon and Flagler College" (PhD diss., University of Florida, 2013), 103.

Fort Matanzas was administratively listed on the National Register of Historic Places on October 15, 1966 with the passage of the National Historic Preservation Act. Luis R. Arana, an NPS historian, prepared additional documentation to the nomination on a form dated June 14, 1973 which was revised and submitted in 1976.

Theodore Davenport replaced Roberts as superintendent in early 1966. He served in the position until 1971. During Superintendent Davenport's tenure from 1965 to 1971, the NPS completed another project at Fort Matanzas to stabilize the shorelines of Rattlesnake Island and Anastasia Island. Boat service to Fort Matanzas from the Visitor Center temporarily ended in 1970 before resuming the next year. During Superintendent Schesventer's tenure from 1971 to 1980, the NPS prepared a master plan for Fort Matanzas in 1973 and revised the plan in 1976. The goals of the master plan were to "re-create the 1742 to 1763 fort appearance." During this period, commercial development crept closer to the national monument's boundary. In 1972, Superintendent Schesventer tried to convince local planning staff and the zoning commission to not approve a proposed condominium development adjacent to the park. It was approved and resulted in the construction of the Summerhouse development in 1980.

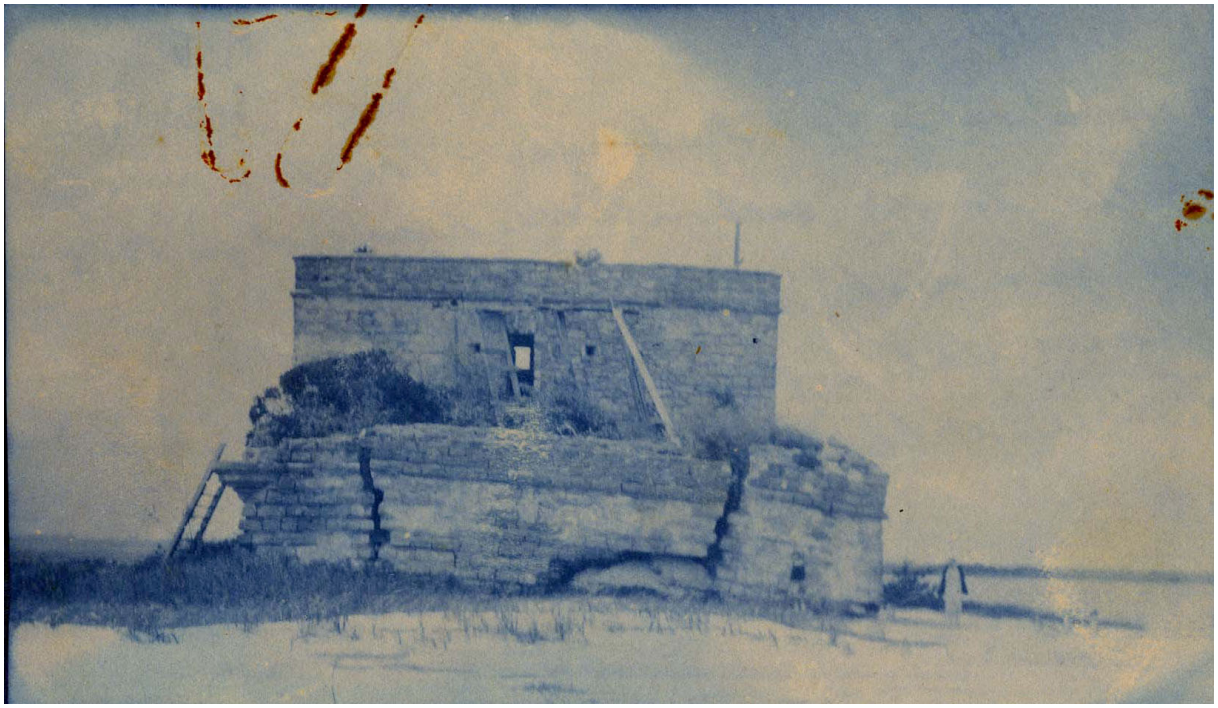
In the early 1970s, U.S. Army Corps of Engineers closed a breakthrough on Rattlesnake Island created during Hurricane Dora in 1964. The hurricane cut Rattlesnake Island into two landmasses. This caused a sand bar to develop in Matanzas River that almost connected Rattlesnake Island and Anastasia Island. In 1976, the NPS used a team from the Youth Conservation Corps to repair groins on the east bank of the Matanzas River. Also in 1976, the NPS completed several repairs to the headquarters building at Fort Matanzas. The character of the rear landscape, including two walkways, is visible in a photograph taken during construction. In 1978, the NPS constructed new docks at both Anastasia Island and Rattlesnake Island. The docks featured floating decks to help with loading visitors. The dock at the visitor center had a structure to provide shade for visitors waiting for the ferry. Between 1979 and 1980, the NPS started another project to build-up the shoreline around Fort Matanzas. During the 1970s, high tides had surrounded the fort in water on several occasions and the bulkheads developed cracks.

The new project included installation of sheet piling around the southeast corner of the site and the addition of coquina riprap as a breakwater between the fort and the river.

Martha Aikens served as superintendent between 1980 and 1983. Barbara Griffin then served between 1984 and 1987. Michael Tennent served as acting superintendent for a brief time prior to both of these superintendents. Around 1983, the NPS constructed the nature trail at Fort Matanzas National Monument. In 1984, the NPS repaved the roads and parking lot at the Fort Matanzas visitor center. Wallace Hibbard became superintendent in 1987. In the late 1990s, the NPS also replaced the roof at the Visitor Center at Fort Matanzas National Monument. Tropical Storm Gabrielle, which struck the St. Augustine area in 2001, damaged trees at both national monuments and damaged the boardwalks at Fort Matanzas National Monument. In 2001, the NPS replaced the gates and dock at Fort Matanzas National Monument. Hurricane Matthew struck the St. Augustine area damaging trees at Fort Matanzas and the roof of the historic utility building (currently park office space). In 2019, the NPS paved the parking area at Fort Matanzas and installed new interpretive waysides.



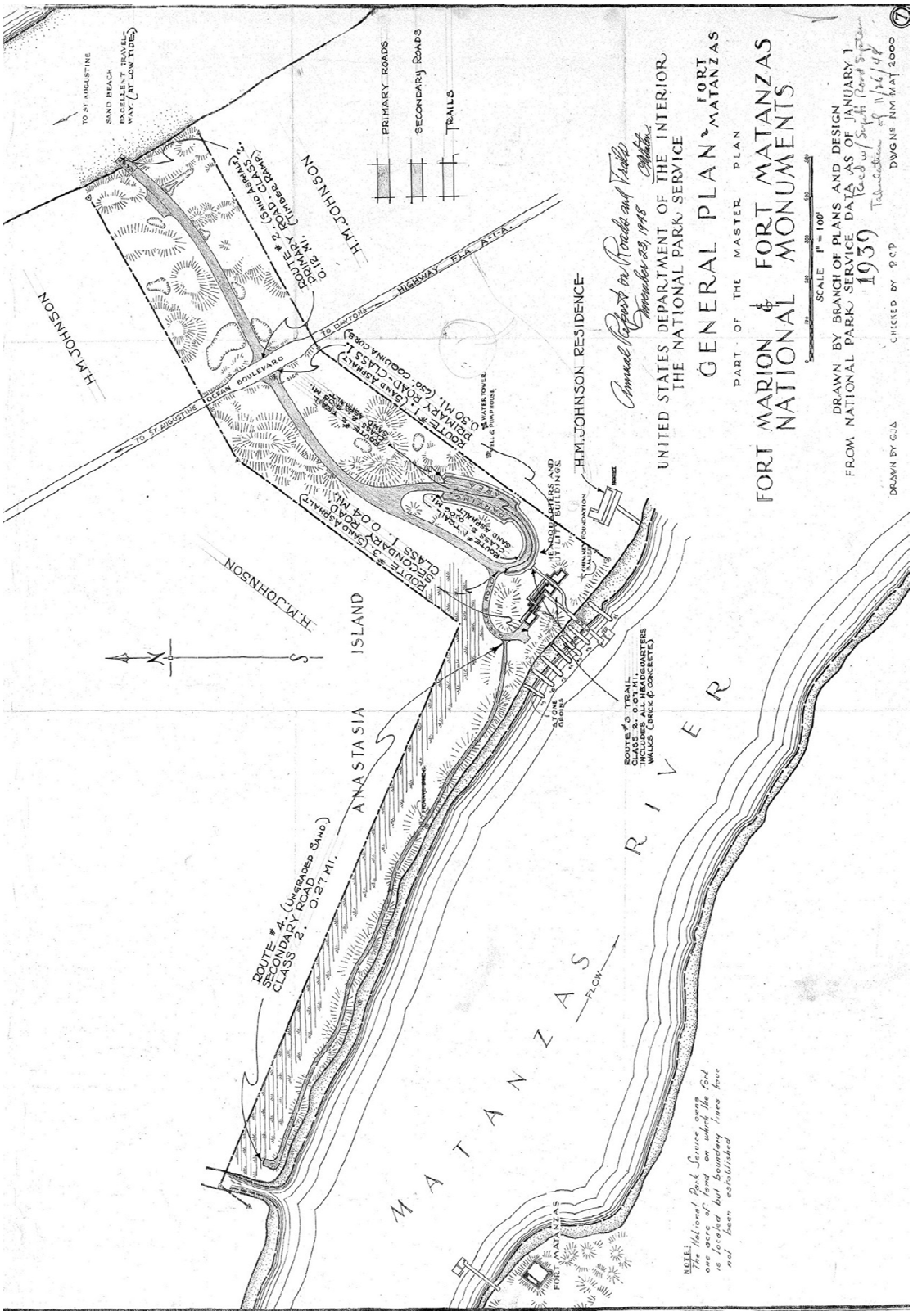
"English military report on St. Augustine, with plans and views of St. Augustine Castle, the Spanish watch tower on Anastasia Island, and Matance's Fort. 1743" (Library of Congress, https://www.loc.gov/item/2007574360/)



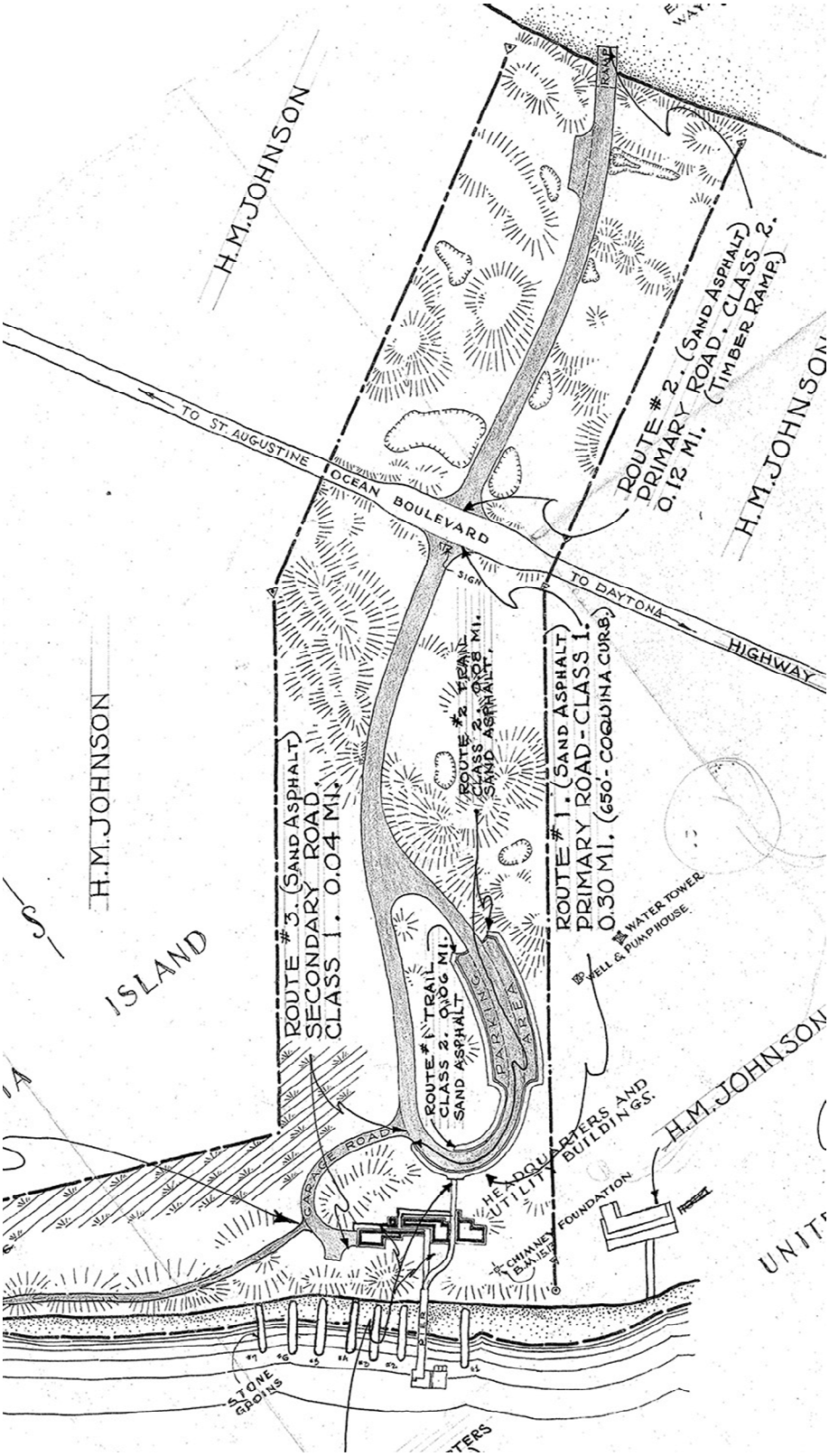
Early photograph of Fort Matanzas in poor condition prior to War Department stabilization (CASA no. M5)



Fort Matanzas Visitor Center while under construction circa 1935 (CASA no. M836)



1939 General Plan for Fort Matanzas National Monument (Etic FOMA-347_2000_Z1[id177798])



Detail from 1939 General Plan for Fort Matanzas National Monument (Etic FOMA-347_2000_Z1[id177798])



Fort Matanzas National Monument Visitor Center circa 1950 (CASA no M864)

Analysis and Evaluation of Integrity

Analysis and Evaluation Summary:

The National Register of Historic Places (NRHP) recognizes seven qualities that define historic integrity. Integrity is the ability of a property to convey its historic significance. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity, a property will always possess several, and usually most, of the aspects of integrity. Because Castillo de San Marcos retains many of its character-defining landscape features and these features are contribute to our ability to understand the physical qualities that make the site historic, the cultural landscape retains integrity. Although some alterations have been made since the period of significance (1672-1924), the overall sense of place associated with Castillo de San Marcos is retained in the natural systems and features, topography, land use, cultural traditions, buildings and structures, spatial organization, circulation, and, views and vistas. Cluster arrangement is less significant for the Castillo de San Marcos landscape character than spatial organization. Small-scale features have largely been replaced since the period of significance except for a few cannon on display.

Aspects of Integrity:

Location

Location is the place where the historic property was constructed or where the historic event occurred. The location of a historic property, complemented by its setting, is particularly important in capturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.

While Rattlesnake Island has expanded, Fort Matanzas remains in its original location. The layout of buildings and circulation routes installed east of the fort on Anastasia Island between 1936 and 1937 remains intact. Overall, the cultural landscape retains integrity of location to the period of significance.

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property. The design of Fort Matanzas reflects those of similar Spanish fortifications of the time and retains a high level of integrity. The location of the building and its relationship to the river is still legible, though its integrity is diminished by the addition of new shoreline stabilization structures. The design of the HQ/VC is intact and retains integrity to the period of significance.

Setting

Setting is the physical environment of a property and the general character of the place. The setting of Fort Matanzas has changed since its completion in 1742. Rattlesnake Island has expanded over time due to cultural and human influences. Increased development has introduced buildings visible in the distance but there has been little visual intrusion that detracts from the natural setting of the site. The undeveloped character of Rattlesnake Island and views along the Matanzas River continue to convey the character of the landscape during the Colonial period. The goal when constructing the HQ/VC was to disturb the sand dunes and existing forest cover as little as possible. This progression through a constructed landscape that embraces its natural setting is a critical part of the experience at the Fort Matanzas National Monument. The setting at Fort Matanzas retains integrity to the period of significance.

Materials

Materials are the physical elements added during the period of significance in a particular pattern or configuration to give form to a property.

The use of coquina stone for building construction is one of the character-defining features of the site. The materials used to repair Fort Matanzas are consistent with the original construction of the fort. The historic buildings at the HQ/VC have maintained their original materials since the period of significance. Most circulation routes at the HQ/VC, while still in their original locations, have been rebuilt using new materials. This has adversely impacted the integrity of materials but enough original material remains on site for there to be an overall retention of integrity in the materials found in the study area to the period of significance.

Workmanship

Workmanship is the physical evidence of the crafts and methods of construction used during the period of significance. The integrity of workmanship in the cultural landscape is visible in the planning and construction of the fort and HQ/VC complex. The integrity of workmanship is diminished by the loss of some features. Similarly, the reconstruction of features, like the sentry box at Fort Matanzas, results in a loss of integrity of workmanship. These preservation projects, however, utilized similar materials and construction methods. They also resulted from a high level of research into Spanish colonial construction methods. After the completion of the HQ/VC complex in 1937, the excellent workmanship seen in the construction of the buildings and landscape features was commented upon several times by NPS landscape architect James T. Swanson. The features that remain from this time continue to reflect this quality of workmanship from the period of significance.

Feeling

Feeling is an expression of the aesthetic or historical sense of a particular time resulting from the presence of physical features that, taken together, convey a property's historic character. The overall feeling at both Fort Matanzas and the HQ/VC complex is similar to the aesthetic character from the period of significance. Development has increased, Rattlesnake Island has expanded, and Matanzas Inlet has moved southward, but the built environment and physiographic features in and surrounding the study area contributes to the feeling at the site. Overall, the feeling of the site retains integrity to the period of significance.

Association

Association is the direct link between a property and an important event or person. The landscape features remaining in the study area from the period of significance provide a link to the military, social, and architectural history of the region and immediate study area. The site has been altered to defend against erosion and weathering at Fort Matanzas and to accommodate increased visitation at the HQ/VC complex, however, the association with the history of the study area is still legible when visiting the site. The fort continues to reflect the construction

methodology and form of a Spanish fort. The visitor center continues to reflect an association with WPA-era park design and construction. Overall the association at the site retains integrity to the period of significance.

Landscape Characteristics

This CLI identifies the following landscape characteristics as tangible and intangible aspects of the cultural landscape of Fort Matanzas that have influenced the history of its development or are products of its development. These characteristics were identified and documented during the archival/historic research and/or the field work conducted for this CLI. The character-defining landscape features associated with each landscape characteristic are listed after each description. A reference after each feature indicates whether the feature is contributing or noncontributing to the National Register eligibility of Fort Matanzas. Some features are listed with an undetermined status.

Natural Systems and Features

The physiographic features of the area around Fort Matanzas National Monument have had a significant impact on the history of Florida and played important roles in the struggle to gain control of North America. After the events of 1565, Matanzas Inlet continued to be a major factor in the defense of St. Augustine and served as an escape and resupply route for the town. In 1702, the English blockaded St. Augustine Inlet and stormed the town and Castillo de San Marcos. News of this attack was delivered to Havana after a Spanish ship was able to flee down the Matanzas River and access the Atlantic Ocean via Matanzas Inlet. The inlet served St. Augustine well again in 1740 when British warships were stationed at both St. Augustine Inlet and Matanzas Inlet. The British were attempting to cut off food supplies scheduled to be delivered to St. Augustine from Havana. The Spanish received word that the supplies from Havana were being held at Mosquito Inlet, 60 miles south of St. Augustine. After a week of waiting, the Spanish traveled down the Matanzas River to Matanzas Inlet in an effort to evade the British blockade. The British ships stationed at Matanzas Inlet had been called to join the ships at St. Augustine Inlet due to strong winds in the area, but at Matanzas Inlet, the Spanish encountered two British sloops that had returned. The Spanish were able to evade the British ships and make their way down to Mosquito Inlet to pick up the food delivered from Havana. The British sloops eventually withdrew from Matanzas Inlet, enabling the Spanish to return to St. Augustine unharmed.

After the attempted British siege of 1740, the importance of Matanzas Inlet became clear. If this route remained open and under control of the Spanish, St. Augustine could be resupplied and sustained as needed. However, if not protected, this route could be a major weakness exploited by opposing forces. If enemy ships entered the inlet and traveled up the Matanzas River to the San Sebastian River, they could land on the western side of St. Augustine outside of the cannon fire from Castillo de San Marcos and attack the fort from the rear. It became clear that to prevent such an attack Matanzas Inlet would need to be fortified. This led to the construction of Fort Matanzas between 1740 and 1742. The fort was sited near the southeastern corner of Rattlesnake Island, described by the fort's engineer Lieutenant Pedro Ruíz de Oláno as a "small marshy island." Placing the fort at the edge of Rattlesnake Island with clear views and firing lanes south along the Matanzas River to Matanzas Inlet allowed for the protection of the "back door to St. Augustine."

By the early 1800s, the coastal environment had worn on Fort Matanzas. After sixty years of service, repairs were needed. Water leaked into the fort, the cistern supplying drinking water to the fort's crew was in disrepair, and sections of the parapet wall had been broken off during tropical storms. During the repairs made to address these and other concerns at the fort, recommendations that "if carried out, altered the environment at Matanzas Inlet" were made regarding defensive measures outside of the fort site. It was recommended that obstacles be placed in the Matanzas River to the greatest extent possible to delay an enemy's approach from the inlet to St. Augustine. Another concern at the time was the height of the sand dunes along Anastasia Island. Fort Matanzas was in musket range of Anastasia Island. If enemies approached the western edge of the island on foot, they could entrench themselves behind the sand dunes, which might have "cancelled the fort's defensive capability."

Although Rattlesnake Island is protected from the Atlantic Ocean by Anastasia Island, there has been a constant adjustment to the size and shape of Rattlesnake Island over the years. The shape of the island was not drastically altered until the early 1900s. Historically, Rattlesnake Island was a small, slightly round island surrounded by the Matanzas River. In 1911, the Florida Coastline and Transportation Company cut a canal across the marshland west of Rattlesnake Island and

Fort Matanzas. Beginning in 1833, the company had built an intracoastal canal from the St. Johns River to Miami. "The canal used as many of the extant natural waterways as possible, but it could not keep a uniform depth due to tidal flow. The man-made cut across marshland represented the attempt by the canal company to keep proper depth at the Matanzas Inlet area." The widening of this canal, part of the Intracoastal Waterway, between 1932 and 1933 began to affect the form of the shoreline and character of the Matanzas River near Matanzas Inlet. From 1934 to 1935 the United States Army Corps of Engineers built a dike to close the channel between Rattlesnake Island and the marshland east of the canal. With the expansion of Rattlesnake Island to the south, Fort Matanzas was no longer located at the island's southeastern corner but rather near its northeastern end.

The transformation of Rattlesnake Island during the period of significance was more drastic than the physical changes seen during this same period at Anastasia Island. However, alterations to Anastasia Island did occur. The most obvious modifications were seen at the island's southern end. The buildup of sediment at the southern portion of Anastasia Island due to natural changes and cultural practices shifted Matanzas Inlet south. This was noted in 1922 by Maj. General William W. Black, who had recently retired as Chief of Engineers. Maj. General Black remarked that Fort Matanzas was previously located on the shore of Matanzas Inlet, which it was constructed to defend, but the inlet had moved south. He stated that this southern shift of Matanzas Inlet resulted in the fort being hidden from the Atlantic Ocean by the sand dunes of Anastasia Island.

The HQ/VC complex was completed in 1937. The placement of the site on the western edge of Anastasia Island allowed for a short ferry ride west across the Matanzas River to Fort Matanzas. Once considered a defensive liability, the dunes of Anastasia Island were viewed as a sensitive natural feature to be preserved and were incorporated into the design of the HQ/VC. The marshland north of the HQ/VC was avoided during development. The desire to preserve the dunes and maritime hammock forests at the complex resulted in small parking areas lining access drives rather than expansive parking areas. The drives were designed in a way "that would require the least possible cutting through the sand dunes."

After the completion of the dike connecting the northern and southern portions of Rattlesnake Island in 1935, the shoreline along the Matanzas River continued to change. The increased flow of the river caused by the installation of the dike led to erosion of the shoreline along the river, mostly evident near Fort Matanzas. In 1964, damage from Hurricane Dora resulted in the dike being knocked out of place and Rattlesnake Island once again split into two landforms. This decreased the current along the Matanzas River. Erosion slowed and a sand bar built up south of Fort Matanzas, which had nearly reached Anastasia Island by 1972. As a result, the Army Corps of Engineers rebuilt a granite-block dike across the canal. Once this new dike was reinstalled, the river returned to its previous flow rate and the sandbar was eroded.

Since the repairs made by the Army Corps of Engineers, the shorelines have continued to change, both by natural occurrences and by human influence. The area north of the fort on Rattlesnake Island has been expanded due to spoils placed by dredging operations. Sediment has built up naturally at the southern end of Anastasia Island, which has continued to move Matanzas Inlet southward. While the shoreline has evolved over time, the interior features of the study area have remained largely unchanged. The dunes and marshlands have been avoided during development. Modern additions, such as the comfort station west of SR A1A and the additional parking row near the beach access point east of SR A1A, have minimally impacted the natural environment of the site.

The location of Matanzas Inlet is the reason for the siting of Fort Matanzas. The fort was constructed along the Matanzas River near the inlet because of Spanish desire to protect the southern approach to St. Augustine. The coquina material used to construct the fort was sourced from a quarry located near the southern end of Matanzas Inlet. The stone was delivered to Rattlesnake Island via the Matanzas River. Aside from the construction and establishment of Fort Matanzas, the surrounding natural landscapes would have been an essential feature of life for those living in the area and those garrisoned at Fort Matanzas during the period of significance. The development on Anastasia Island between 1936 and 1937 embraced and preserved these features. These efforts are clear today. The waterways, shorelines, dunes, and other physiographic features of the national monument site have evolved since the period of

significance. Alterations to these features are common in coastal environments and the features that influenced the development patterns of the study area remain intact and legible. The natural systems and features of the national monument strongly contribute to the historic significance of the site.

Landscape Features

Matanzas River

- Contribution Status: Contributing

Rattlesnake Island

- Contribution Status: Contributing

Anastasia Island

- Contribution Status: Contributing



View of Matanzas River, looking south from Anastasia Island with Rattlesnake Island in the background. Photo taken by the author, October 2018.

Spatial Organization

Shortly after the Ribault Massacre in 1565, the Spanish began developing outposts along the Matanzas River. Wooden watchtowers were built to allow views north and south of St. Augustine. One such watchtower was constructed at Matanzas Inlet in 1569. Other watchtowers would be built at the inlet until the need for a more substantial fortification was realized in 1740, leading to the completion of Fort Matanzas in 1742. The fort was sited at the southeastern corner of Rattlesnake Island to allow for open views and firing lanes along the Matanzas River to Matanzas Inlet. The views allowed for quick discovery of approaching ships and the fort's location provided easy access to the river for Spanish soldiers stationed at the fort.

Prior to the development of the HQ/VC complex, the study area on Anastasia Island was largely undisturbed. Informal sandy drives led to the Allen Hotel, now known as the Johnson House, from Ocean Shore Boulevard, now SR A1A. These drives and much of the development at the time were placed in response to dune locations. The Allen Hotel was built on the eastern bank of the Matanzas River during the 1880s. The property was later purchased by the Corbett family, who would change the name of the hotel and update the facilities. A fishing pier was extended from the Corbett Hotel to the river.

The HQ/VC, completed in 1937, was organized in response to Fort Matanzas, the natural features of the site, and the boundaries of the 17.34-acre tract donated to the NPS by Ada D. Corbett. The original tract was linear and extended between the Atlantic Ocean and the Matanzas River. The visitor center and utility building, now park offices, were built near the western edge of Anastasia Island across the river from Fort Matanzas. A road was built from Ocean Shore Boulevard to a parking area east of the visitor center. Similar to the layout of the sandy drives built to access the Corbett Hotel, the layout of these new roads bent around existing dunes where possible. However, given the linear nature of the donated tract, the roads remained fairly straight. Directly across Ocean Shore Boulevard to the east, a road and parking area were built to access a ramp providing pedestrian and vehicular access to the beachfront along the Atlantic Ocean. This access to the Atlantic beachfront was a condition of the land donation by the Corbett family.

The physiographic features of the site have shifted over time. Natural and cultural processes have caused the location of Matanzas Inlet itself to move south. However, the organization of the built environment has remained mostly unchanged. Since 1565, the majority of the buildings and structures raised on the site have been clustered along the banks of the Matanzas River. By building watchtowers along the edge of the river, Spanish forces stationed at the inlet could aid in the defense of St. Augustine. Development along the shoreline also provided an efficient approach from the river for those traveling by boat, which was a primary means of access before the construction of Ocean Shore Boulevard. Fort Matanzas still sits at the western edge of the Matanzas River, pointed towards Matanzas Inlet. The visitor center and utility building that were built to allow access to Fort Matanzas and support visitation to the historic site are still in place. Likewise, the constructed routes that provide circulation around the site are still in the same locations as in 1937. Most of the old-growth trees and forest cover of Anastasia Island remain in place, which is consistent with the character of the edges of the site and the overhead plane that would have been experienced during the period of significance. The logic behind the layout and construction of the HQ/VC in being sensitive to natural features is legible. Overall, the layout of the study area is largely unchanged and contributes to the historic significance of the site.

Landscape Features

Fort and VC/HQ (spatial relationship with Matanzas River)

- Contribution Status: Contributing

VC/HQ (spatial relationship to existing dunes)

- Contribution Status: Contributing

Boat ramp (spatial relationship to Atlantic beachfront)

- Contribution Status: Contributing

Land Use

In the 1500s, the Spanish struggle to maintain shipping channels from the Americas along the Gulf Stream led to their interest in controlling the Floridian Peninsula. St. Augustine became the Spanish capital in 1565. During this period, military measures resulted in the construction of wooden watchtowers along the Matanzas River, including the site of the study area. To achieve proper fortification to defend against the repeated attacks of the British, Fort Matanzas was constructed between 1740 and 1742. The fort was abandoned in 1805, sixteen years before Florida was ceded to the United States in 1821.

Nearly all the land now owned by the NPS at the southern end of Anastasia Island was claimed by Darius Allen under the Homestead Act. Around this time, during the late 1800s, the tourism industry extended to Anastasia Island from St. Augustine. The construction of travel routes from St. Augustine to the island, first a narrow causeway and later a wooden bridge, facilitated access to the area that "became a mecca for beach-lovers." Shortly after claiming the property across from Fort Matanzas, Allen constructed a residential building on the land as well as a hotel. The land was sold to George W. Corbett in 1901. Corbett continued the business established by Allen, reopening the hotel as the Corbett Hotel. With the presence of this business adjacent to the study area it seems that, if even at a small scale, the tourism industry reached the southern end of Anastasia Island during the period of significance.

During the early 1900s, repairs were made to Fort Matanzas to stabilize the walls and to prevent the building from collapsing. In 1933, the War Department transferred one acre of property surrounding the fort to the NPS. The 1934 gift of 17.34 acres of land from Ada D. Corbett to the NPS allowed for the construction of the HQ/VC across from the fort on Anastasia Island. As part of the design and planning of the HQ/VC, a survey of existing conditions was made. In the section of land gifted to the NPS, the 1934 survey shows sand roads, an old garden, an old field, and an old frame building. The Corbett Hotel is shown just south of the NPS property, with a water tower northeast of the hotel. The remaining built features include additional sand roads,

pathways, and two frame buildings at the southeastern corner of the property near Ocean Shore Boulevard.

The HQ/VC was completed in 1937. This construction project included the area surrounding the visitor center and utility building at the western end of Anastasia Island as well as the beach access point on the eastern end, adjacent to the Atlantic beachfront. The opening of this facility allowed for direct contact with a mostly undisturbed section of native maritime hammock forest and associated ecological communities, which offered the opportunity for environmental interpretation programs. The local materials, such as coquina stone, also contributed to interpretation of local building resources. The access provided by the HQ/VC to the shores of the Atlantic Ocean and Matanzas River allowed for fishing and other recreational activities. The proximity to Fort Matanzas and the educational opportunities at the visitor center allowed for historical interpretation of the site.

The NPS now owns roughly one hundred acres of land on Rattlesnake Island, which is managed as a natural conservation area outside of the Fort Matanzas site. This area is not part of the ranger-led excursions to the fort. The NPS also now owns a large portion of the southern end of Anastasia Island. This area is covered by native forests, dunes, sandy beaches, and is used for passive recreation. The Johnson House, formerly the Corbett Hotel, serves as NPS staff housing. Aside from military operations, the 17.34-acre study area has maintained and expanded upon most of its historical functions.

The study area evolved during the period of significance from a functioning military outpost to a multi-faceted public space. Those visiting the park can learn about the history of Fort Matanzas and the Colonial period, explore the native forests and marshlands, visit the Atlantic beachfront, and enjoy many other recreational and educational activities. The current land use contributes to the site’s historic significance. By constructing the HQ/VC and broadening the programming of the national monument site, the NPS raised public awareness of Fort Matanzas and helped promote the ongoing preservation of the historic structures and landscape.

Landscape Features

Fort Matanzas (military land use, tourism land use, historical interpretation, natural conservation land use)

- Contribution Status: Contributing

HQ/VC (tourism land use, historical interpretation land use, recreation land use, natural conservation land use, residential land use)

- Contribution Status: Contributing

Boat Ramp (tourism land use, recreation land use)

- Contribution Status: Contributing

Cultural Traditions

In a broad context, the cultural fabric of St. Augustine and the Matanzas Inlet area was shaped by the expansion of religious ideologies and the maintenance of shipping channels during the Colonial period. After the killing of Jean Ribault and the French at Matanzas Inlet in 1565, Menéndez de Avilés wrote to King Phillip II of Spain to describe the events. In the letter, Menéndez states that his goals are not only to secure the Floridian Peninsula to harvest its natural resources but also to secure the trade routes along its eastern coast and to stop the spread of ideals that conflict with the Roman Catholic Church. When Menéndez encountered the French at Matanzas Inlet, a representative of the French soldiers marching north requested passage to the newly established Fort Caroline near present-day Jacksonville. In reply, Menéndez writes:

> I responded to him that we had taken their fort and cut the throats of those who were within, because they had established it there without permission of Your Majesty, and because they spread the Lutheran sect in these provinces of Your Majesty. And [I said] that I, as Governor and Captain-General of these provinces, would carry out fire and blood war against all who might come to these parts to settle and plant the evil Lutheran sect, seeing that I had come by order of Your Majesty to plant the Gospel in these parts in order to enlighten the natives about what the Holy Mother Church of Rome says and believes, in order to save their souls. And thus, I would not give them passage; rather, I would follow them on land or at sea until I took their lives.

As described by Menéndez in this letter, he killed this first group of French soldiers at the inlet and days later, after Jean Ribault and a second group of Frenchmen were halted at the southern end of the inlet, Menéndez "passed Jean Ribault and all the rest under the knife." As a result of the defeat of the French by Menéndez, Spain assumed control of Florida.

In the following years, challenges to the Spanish control of lands surrounding St. Augustine led to the fortification of Matanzas Inlet. The military traditions created and refined during the establishment of earlier defensive structures influenced the planning and construction of Fort Matanzas. The design of the fort is like other fortifications seen during the same time period.

While the fort and site are much smaller than Castillo de San Marcos, similarities are clear. For instance, much like its counterpart to the north, the fort is topped by a terreplein, equipped with cannon, and surrounded by a parapet for cover. The forts are both constructed of coquina block, a locally quarried stone.

Military function was the driver for the operation of the fort and physical character of the study area until the fort's abandonment in 1805. As the fort sat unoccupied, the site continued to develop. The Matanzas River was dredged in the early 1900s. Soon after, the Intracoastal Waterway was extended along the western side of Rattlesnake Island. These efforts increased the shipping capacity of the area's waterways.

Shortly after the 1933 transfer of the Fort Matanzas National Monument from the War Department to the NPS, the planning of the HQ/VC was underway. In 1935, the NPS published *Park Structures and Facilities*. This book describes the NPS rustic design approach as a process that "achieves sympathy with natural surroundings and with the past." Many of the design and construction methods this book details are visible at the HQ/VC, completed in 1937, just two years after the book's publication. The HQ/VC features construction materials that reflect those seen at Fort Matanzas and was planned in a way that emphasizes the natural rather than the built environment. After the opening of the HQ/VC and the improved access to Fort Matanzas, historical tourism became a draw to the site.

While they were factors in the shaping of the national monument during the period of significance, preservation and passive recreation have emerged as more impactful factors in the management and physical character of the site in recent years. These practices have expanded along with the amount of NPS land ownership on Rattlesnake Island and Anastasia Island. This can be seen in the increase of preserved land on both islands, by the installation of stabilization structures along the NPS property's coast, and in the introduction of boardwalks and other facilities installed to increase awareness of and access to the site's natural environment.

While not currently shaping the physical character of the site, the original ideals that influenced the domination of the land for religious and commercial interests are still legible today by the presence of Fort Matanzas. At the HQ/VC, the design principles of the NPS rustic style are clear when visiting the site. The buildings and structures were designed not to subjugate the natural and historical features of the site but to increase access to and appreciation of these features. The maintenance of waterways is still in effect. The Matanzas River, along with the Intracoastal Waterway, is still maintained today as a route for commercial and personal travel. The cultural traditions that existed during the period of significance continue to contribute to the historical significance of the site.

Landscape Features

Fort Matanzas (expansion of religious ideology, military traditions, historical tourism)

- Contribution Status: Contributing

HQ/VC (NPS rustic design, historical tourism, natural preservation, recreation)

- Contribution Status: Contributing

Boat Ramp (recreation)

- Contribution Status: Contributing

Cluster Arrangement

Development in the study area has predominately occurred along the shores of the Matanzas River. Although structures, including Fort Matanzas, were built during the Colonial period, these were stand-alone outposts. The first evidence of clustered development in the study area is seen on Anastasia Island in the late 1800s. This includes the small, private and commercial developments established by Darius Allen and, later, the Corbett family. A hotel, private residence, fishing pier, and small frame structures were built along the western edge of Anastasia Island with informal roads connecting these structures to Ocean Shore Boulevard. These are now gone.

The developments at Fort Matanzas National Monument during the period of significance continued the tradition of siting buildings and structures along the Matanzas River. The original tract donated by Ada D. Corbett to the NPS for the construction of the HQ/VC extended across Anastasia Island. Ocean Shore Boulevard bisected the tract, which created a natural separation between the Matanzas River side of the parcel to the west and the Atlantic Ocean to the east. The visitor center and utility building were constructed as close to Fort Matanzas as possible given the physical boundaries of the site. This provided an easy route from the back of the visitor center to a dock along the Matanzas River and a short boat ride to the fort on Rattlesnake Island. The development of the beach ramp landscape was focused at the eastern end of the study area, near the Atlantic beachfront.

Since the period of significance, buildings and other features have been added to the study area, yet the areas of concentrated development remain the same. At the western end of the site, a comfort station was added near the visitor center and utility building. A boardwalk was constructed southeast of the visitor center parking lot. The beach ramp landscape has expanded and now includes a second row of parking south of the road leading to the beachfront.

Although services and buildings have expanded at the national monument, the areas of development remain focused on the western and eastern ends of Anastasia Island. The main area of the HQ/VC to the west and the beach ramp landscape are both clustered close to the

waterfronts of the Matanzas River and Atlantic Ocean respectively. Dunes, maritime hammock forest cover, and SR A1A separate the two component landscapes. The placement of landscape improvements continues to mirror the cluster arrangement of the original construction between 1936 and 1937.

Landscape Features

HQ/VC (relationship of visitor center, historic utility building, and walls to each other and river)

- Contribution Status: Contributing

Beach ramp (relationship of beach ramp to beach)

- Contribution Status: Contributing

Circulation

Located on the western shore of the Matanzas River, boat travel was the only way to access Fort Matanzas when the fort was completed in 1742. The shallow water just east of Rattlesnake Island required the use of a rowboat to approach the fort. During the War Department's ownership of the property, a small wooden dock was located north of the fort. In 1916, during stabilization efforts, a walkway was installed from this dock to the fort landscape. A 1929 study determined that "if the fort were to be maintained by the United States as a national monument, it was recommended that a pier, extending some 30 to 40 feet out into the Matanzas River, near the north face of the fort be constructed." This project was put on hold due to the concern that the cost would not be justified by the projected visitation to the fort. Shortly after the NPS took over ownership and management of the fort site in 1933, planning began for the HQ/VC on Anastasia Island. This effort spurred the construction of an improved dock on the edge of Rattlesnake Island in 1935, built by O.P. Woodcock Company. In 1936, a wooden staircase installed during the War Department period leading up through the southeastern embrasure of the fort was replaced with a steeper staircase passing through the southwestern embrasure. By 1937, this second staircase had been replaced by a larger staircase, built in the same location, providing access to the terreplein via the southwestern side of the fort.

After the opening of the HQ/VC, transporting visitors from Anastasia Island to Rattlesnake Island proved to be a challenge. Over the years, contracts with local businesspeople to provide ferry service to and from Fort Matanzas would come and go, with service discontinued sporadically as new solutions were explored. Throughout this period, the circulation system surrounding the fort continued to evolve. In 1956, the wooden dock was rebuilt by the Shugart Construction Company. Little work occurred at the fort site in the 1960s relating to the circulation system. In 1972, the 24-foot-long, 11-passenger Matanzas Queen reestablished transportation across the Matanzas River from the HQ/VC to the fort site. This ferry created reliable transportation from the HQ/VC to Rattlesnake Island. In 1976, the NPS replaced a coquina-stone walkway that dated to the 1940s with an oyster-shell pathway. The pathway has widened over time but the route from the dock area to the fort is still generally the same. A crushed coquina surface now covers the pathway. Repairs to the dock have been made over the years. A barge from a dredging company damaged the Rattlesnake Island dock in 1977, which

resulted in necessary repairs. Storm events continue to impact the dock, which is now a metal structure supported by concrete piers. The NPS replaced a stairway at the fort's southwestern side in 1980. The 1980 staircase extended directly out from the fort's terreplein into the western portion of the landscape. This circulation route continues to be in place.

During the Colonial and early War Department periods the Matanzas River and informal sand roads were used to circulate to and within the study area around the HQ/VC. The clustering of built structures along the Matanzas River, including the hotel, dock, and boathouses owned by the Allen and Corbett families, provided a convenient access point for those traveling by boat. Construction of a wooden toll bridge across Matanzas Inlet began in 1925. Local lawyer-turned-developer Claude Varn founded the St. Johns County Bridge Company in order to construct the bridge. The project was funded privately by Varn and other investors. By 1927 this bridge and Ocean Shore Boulevard, an asphalt-paved road, were open for use. This allowed motorists to easily access the southern end of Anastasia Island and opened up the area for development.

By January of 1936, the construction of the visitor center and utility building at the western end of Anastasia Island was finished. A contract was executed between the NPS and M.G. Caddell to construct the site's circulation features in January of 1937. By July of 1937, this project was completed. The roads installed were constructed of mixed-in-place sand asphalt, a popular road construction material in Florida at the time. This cost-effective material was intended for medium-to-low-density roadways. During the installation process, existing sand was mixed in place with asphaltic oil. This method was used in the entrance road west from Ocean Shore Boulevard, the FOMA VC area loop road, and the road from the FOMA VC area loop road to the utility building. Upon completion of the roadway installation, it was noted by landscape architect James T. Swanson, who prepared the final report for what was then known as Project 1A1, that his experience with the project led him to believe that "mixed-in-place sand asphalt does not offer a satisfactory solution to the problem of surfacing in a locality as far south as Fort Matanzas, especially when there is a complete absence of fast moving traffic." Swanson then added that he believed "this road surface will never prove entirely satisfactory although there can be no doubt that the contractor performed to the specifications, and more, in every respect." The width of these roadways ranged from 16 feet to 24 feet. A sandy, informal road, present prior to

development of the parcel by the NPS, was retained during these initial improvements to the circulation network. This road followed the eastern bank of the Matanzas River and extended north from the sand-asphalt drive leading to the utility building.

Two parking areas along the FOMA VC area loop road were installed during the initial landscape construction. These linear parking areas flanked the eastern side of this road. While the mixed-in-place sand asphalt was used along all paved travel lanes, due to its somewhat soft nature, it was not used in the parking areas to prevent rutting where cars sat stationary for long periods of time. Instead, the NPS applied a crushed-coquina surface to all parking areas. Workers then tamped and rolled this surface of loose coquina shell, which resulted in "a highly satisfactory parking surface." A similar but more finely crushed material was applied to the top of the sand-asphalt roads.

A bridge across Matanzas Inlet was first opened in 1927. This original wooden toll bridge was built using private funds. After this bridge opened, two concrete bridges would be built in its place. The replacement bridges were public projects. The first state-funded replacement bridge was built in 1956. In 1964, the Florida Legislature voted to name the bridge the Claude Varn Bridge in honor of the man who was largely responsible for its original construction. The second concrete bridge, which exists today, dates to 1993 and was funded by the Florida Department of Transportation. The bridge improvements made during the 1950s coincide with the state-sponsored widening and resurfacing of SR A1A. Around this time, the NPS updated the roads and parking lots in the study area. When originally constructed, the NPS surfaced the roads with a crushed-coquina surface. This surface had been naturally removed over time and the NPS resurfaced them in 1951. This treatment method for the road was inconsistently maintained in following years. At times, the NPS topped roads with a crushed-coquina cover, and other times the NPS maintained these routes as traditional asphalt roads, with exposed blacktop. The latter is the treatment seen today. The parking areas, which the NPS has expanded since the period of significance, remained unpaved until 2019 as a sandy, dirt surface. The dirt road that was a remnant of the War Department landscape has been extended to the north. The road leads to a boat launch area used by the NPS. The national monument's footprint expanded to the south after generous land donations in 1948 and the 1960s by Howard M. & Dr. Tressa C. Johnson. With

this southern expansion, the NPS extended a dirt access road from the FOMA VC area loop road parking lot to connect with the roadway network of the adjacent property. This road passes the Johnson House and storage areas before crossing the nature trail. Beyond this crossing, the road ends at SR A1A, near the NPS maintenance area.

Like the previous iterations of vehicular travel routes, the early versions of pedestrian ways at Anastasia Island were informal and sandy. Some walkways were installed during the 1935 construction of the visitor center and utility building, including a herringbone-patterned mortared-brick walkway from the visitor center to the utility building. The landscape improvements installed at the HQ/VC in 1937 included paved pedestrian routes. Sand-asphalt sidewalks in the VC area loop road parking lot led to the visitor center. These sidewalks were built along the back of raised coquina curbs. According to NPS records of the project, these curbs were built on a concrete footer and extended to the "landing stage adjacent to the Administration Building [visitor center]." The placement of the curbs added physical and visual separation between the pedestrian and vehicular-use areas. The NPS constructed the five-foot-wide sidewalks leading from the parking area to the visitor center using the same methods as the roadway, including the application of a crushed coquina material to the sand-asphalt surface.

The original plans called for the walkways, like the sidewalks, to be sand asphalt topped with crushed coquina. According to NPS records, because of their experience with the road, which remained somewhat soft due to the warm climate, the NPS decided to change the design for the walkway from the "landing stage through the administration building to the pier." When the NPS constructed this walkway, which connected to the edge of the VC area loop road and passed through the building, it omitted the sand asphalt base because of concerns about "possible tracking of sand asphalt into the building." The sidewalk design kept the sand asphalt base but, according to NPS notes, "together with the sand asphalt road surface the asphalt walks are the least successful feature of the system." The NPS was very pleased with the crushed coquina walkways and concluded that "this type of construction is considered superior in every respect to sand asphalt for walks of this type under similar conditions." A crushed-coquina walkway from the parking lot to the visitor center allowed for convenient drop off in front of the building and connected with sidewalks leading from the vehicular-use areas. This walkway extended to the

arched opening at the bottom level of the visitor center along the building's eastern façade and connected to the existing brick sidewalk installed during the 1935 construction phase. A small coquina staircase led from this crushed-coquina entrance walkway up the slope along the southeastern side of the visitor center. A walkway began at the top of this staircase and connected to the second-floor entrance of the ranger residence. This crushed-coquina walkway with coquina step treads was constructed of four-foot-wide coquina pieces buried into the slope with six inches of each tread exposed. A two-inch-deep crushed-coquina surface extended between each step tread.

Behind the visitor center, people visiting the park were led southwest by a crushed-coquina walkway from the visitor center's breezeway toward the dock at the eastern shore of the Matanzas River. Just beyond the breezeway, a rustic coquina-stone walkway led from the ranger residence at the top of the building and ended at its intersection with the crushed-coquina walkway. This crushed-coquina walkway then extended southwest and ended at a linear walkway from the northwestern corner of the visitor center. This walkway from the visitor center's portico to the dock was constructed of dry-laid-coquina flagstone.

Formalized pedestrian routes created clear travel ways to and from the visitor center, utility building, and dock. The proximity to the Matanzas River still allowed for informal pathways when accessing the riverfront. The sandy roads remaining from the War Department period led along marshlands and other natural features. These roads were used by those visiting the national monument to explore the natural surroundings.

The layout of the pedestrian routes has generally remained the same but the materials have been changed since the period of significance. Similar to the treatment of the roads, the NPS did not maintain the crushed coquina originally spread over the sand-asphalt sidewalks leading from the parking lot to the visitor center. The NPS converted a crushed-coquina walkway leading to the visitor center archway from the parking lot to a square-paver surface. The NPS also used these pavers to replace the original dry-laid coquina flagstone and crushed coquina walkway surface in the area behind the visitor center. Visitor use has established informal pathways to the eastern bank of the Matanzas River since the period of significance. In 1978, as repairs were being made to the dock behind the visitor center, guests were detoured from the rear of the building, around

the front of the utility building, and down one of these routes. This pathway led to a barge, which provided access to the Matanzas Queen ferry, which transported guests to Fort Matanzas.

In 1979, the NPS removed sections of the original coquina curbing along the sidewalks in the parking area for the installation of access ramps. These ramps extended out from the sidewalks into the travel and parking lanes. The NPS applied a similar treatment to the walkways leading to and from the arched breezeway at the base of the visitor center. Below the breezeway, the NPS constructed small concrete ramps to smooth the grade change at the confluence of the landing and connecting walkways.

In 1983, the NPS constructed an interpretive nature trail. This trail led from the visitor center area southeast along Anastasia Island. The NPS constructed the elevated trail of pressure-treated timbers. It was ramped at its beginning and was constructed as a wheelchair-accessible boardwalk. The trail led through the native forest and dunes of Anastasia Island. The NPS placed interpretive signs and seating areas along the route.

The NPS enlarged sidewalks on the eastern side of the FOMA VC area loop road to provide access to the comfort station, constructed in 1989. By this time the sidewalks and walkways that were originally crushed coquina, sand asphalt, or dry-laid coquina stone were poured-in-place concrete. This includes the crushed-coquina surface installed between the coquina step treads leading from the front walkway of the visitor center to the entrance of the second-story ranger residence.

The NPS converted the historic utility building to a law enforcement ranger office in 1990. During the building renovations, the NPS removed garage doors on the northwestern side of the building, closed in the openings, and added a door. As a result, pedestrian access was needed. To match the original brick walkway that connected the visitor center and utility building, the NPS constructed a new brick walkway along the eastern face of the historic utility building. This new walkway wrapped around the northern corner of the building and connected with the original brick walkway on the building's southeastern side.

The NPS last updated the wheelchair-accessible boardwalk that begins near the southeastern corner of the parking lot in 2008. It was determined that the old boardwalk had become too

dangerous for guests to use. The construction of the new boardwalk utilized the existing post holes from the old elevated nature trail. The NPS used pressure-treated-pine timbers and wood-alternative composite decking to construct the improved boardwalk. Enola Contracting Services, Inc., built the project, and they worked in collaboration with the national monument's maintenance team, led by Dan Matteson.

As part of the 1937 landscape construction, the NPS constructed a sand-asphalt road to the Atlantic beachfront using the same methods as the roads west of Ocean Shore Boulevard. This eastern road extended to a timber beach ramp used by motorists to access the beachfront. The original contract called for a ramp that was 60 feet long. It was determined during construction of the beach ramp that an additional 40 feet would be needed in order to reach the hard ocean beach sand. The additional length was added using concrete footings rather than timber and sills. The NPS eliminated a guard rail for the additional length. The NPS constructed a parking area north of the beach access road of crushed coquina, the same material used along the FOMA VC area loop road. This linear parking area was located just west of the timber vehicular ramp.

The NPS began making adjustments to the circulation features at the beach ramp landscape soon after the period of significance. Soon after completion, the timber beach ramp had broken approximately midway along its length as a result of the graded area beneath it being washed out. This required immediate repair and the beach ramp was back in working order by 1938. In 1949, a second parking area at the beach ramp was under construction. The NPS constructed this parking area directly across the row of parking installed during the period of significance. The area was surfaced with a crushed-coquina material like that used in the construction of the original parking area. The NPS lengthened the two rows of parking over time and paved these areas in the 1990s.

Driving and parking along the beach has been a popular activity on Anastasia Island for years and continues to be enjoyed by locals and tourists. The NPS acquired the land on the southern end of Anastasia Island in the 1960s and allowed motor vehicles south from the beach ramp to the southern end of Anastasia Island until 2010. The beach ramp is still in use but motor vehicles are only allowed north of the site, along the beaches regulated by St. Johns County.

During the early Colonial period, the Matanzas River was the only circulation feature that allowed access to Rattlesnake Island and Fort Matanzas. The landscape evolved after the fort became a national monument during the War Department period. The NPS added circulation features to the landscape over time to accommodate increased visitation during the NPS period. The fort site is still accessed by traveling along the Matanzas River by boat. While some original materials exist at the HQ/VC and beach ramp landscape on Anastasia Island, most have been replaced since the period of significance. The parking areas and sidewalks have expanded but the general layout remains consistent with the original 1937 landscape.

Landscape Features

Matanzas River

- Contribution Status: Contributing

Sand roads present during War Department period

- Contribution Status: Contributing

Ocean Shore Boulevard/State Road A1A

- Contribution Status: Contributing

Entrance road to HQ/VC parking area

- Contribution Status: Contributing

HQ/VC loop road

- Contribution Status: Contributing

Road from loop road to historic utility building

- Contribution Status: Contributing

HQ/VC parking area

- Contribution Status: Contributing

Brick walkway between HQ/VC and historic utility building

- Contribution Status: Contributing

Sidewalks around HQ/VC loop road parking lot

- Contribution Status: Contributing

Walkway from parking lot to HQ/VC

- Contribution Status: Contributing

Coquina staircase at HQ/VC

- Contribution Status: Contributing

Walkway with coquina step treads

- Contribution Status: Contributing

Walkway from HQ/VC breezeway to dock

- Contribution Status: Contributing

Coquina flagstone step treads

- Contribution Status: Contributing

Walkway from HQ/VC portico to dock

- Contribution Status: Contributing

Road to beach ramp

- Contribution Status: Contributing

Beach ramp

- Contribution Status: Contributing

Walkway from dock to Fort Matanzas

- Contribution Status: Contributing

Wooden staircase to terreplein of fort

- Contribution Status: Noncontributing

Dirt access road to maintenance area

- Contribution Status: Noncontributing

Informal paths to eastern bank of Matanzas River

- Contribution Status: Noncontributing

Elevated boardwalk nature trail

- Contribution Status: Noncontributing

Walkway extension from historic utility building parking area to brick walkway

- Contribution Status: Noncontributing

Southern parking area at beach ramp

- Contribution Status: Noncontributing

Character Defining Features Graphics – Circulation:



Fort Matanzas National Monument entrance drive. Photo taken by the author, October 2018.



Fort Matanzas National Monument parking area (paved in 2019). Photo taken by the author, October 2018.



Fort Matanzas National Monument Visitor Center sidewalk and walkway. Photo taken by the author, October 2018.



Fort Matanzas National Monument Visitor Center historic staircase. Photo taken by the author, October 2018.



Fort Matanzas staircase and path. Photo taken by the author, October 2018.

Topography

During the Spanish colonial period, Fort Matanzas was surrounded by Rattlesnake Island's low, marshy terrain. As previously described, by the early 1900s the size and shape of the landforms and waterways near the Matanzas Inlet started to change substantially. At this time, Fort Matanzas was in extremely poor condition. Erosion near the southeastern corner of the fort contributed to the shearing of the scarp wall. During the War Department period, they also repaired the fort. In 1924, after the fort had been stabilized, the War Department placed 3,825 barrels of oyster shells around the fort's walls to defend against erosion. This project began a period of alterations to the topography of the fort site in an effort to protect Fort Matanzas. By 1935, the construction of canals and the connections of landforms by dikes changed the current of the Matanzas River. The river washed away the oyster shells placed at the southeastern corner of the fort, and erosion exposed the fort's foundation. At that point, the national monument was under NPS ownership. The NPS decided to install a steel bulkhead. By 1937, the NPS had completed the steel bulkhead around the fort excluding the southwestern face, with stone pavers located between the bulkhead and the fort's scarp. The NPS placed riprap in front of the bulkhead.

The NPS constructed and backfilled a coquina sea wall in 1940. The NPS also constructed groins as part of this project. In 1942, it was determined that the paving stones between the bulkhead and the seawall were too visually intrusive, and the NPS removed this paving. The shoreline stabilization system received heavy damage between 1944 and 1947. Storms destroyed the seawall. By 1949, the NPS had once more replaced the area behind the bulkhead wall, after previous storms removed the backfill material, and the NPS installed a large riprap groin at the southeastern corner. In 1966, the NPS installed a timber-sheet piling at the southeastern corner of the fort site. They covered the piling with coquina riprap. The NPS backfilled the void between this new feature and the fort with dredge material and sodded the area. The topography seen at Fort Matanzas today is generally the same as 1966. The backfilled shoreline stabilization systems have allowed for the establishment of level grades and a somewhat formalized landscape immediately surrounding the fort.

By the late 1800s, property owners established a home site with a field and garden on the western side of Anastasia Island. Sandy roads and footpaths provided circulation. These features worked around the topographic conditions that would have been present since the beginning of the period of significance. These include low-lying areas near the marshland along the Matanzas River's eastern edge, the transitional areas near the river's shore, and the established dunes that created the greatest topographic relief found at the site. In response to these landforms, the owners installed the home site's field and garden in a zone between the old, tall dunes and the low-lying areas of the property. During the planning and construction of the HQ/VC in the mid-1930s, a similar approach was taken. The NPS did not level the slope along the Matanzas River, but instead designers incorporated this topography into the design of the buildings and pedestrian routes. The open, flat spaces where the field and garden were previously located became the site of the FOMA VC area loop road. The entrance road to the visitor center and utility building curved around a large slope along the southeastern side of the tract. Drainage from the newly paved areas was funneled to a preserved green space at the center of the loop road. Stormwater was directed to a culvert, which extended north from this low-lying zone to the marshland on the opposite side of the loop road. While the NPS made alterations to the natural topography as required to accommodate visitation to the national monument site, “the intention of the plans was to provide a profile of the western section of the road that would require the least possible cutting through the sand dunes.”

Since the period of significance, the topographic character of the HQ/VC has remained steady for the most part. Shortly after the construction of the HQ/VC, groins were installed along the western side of the island. These stabilization structures helped to curb the erosion of the western bank in the study area. The slopes down to the eastern shore of the Matanzas River are now gentler than seen before the installation of the groins. The area at the center of the loop road has slowly infilled with the wash of debris to this low-laying space. The change is only minor but the buildup of sediment can be seen near the coquina headwall that protects the culvert leading from the drainage area to the marshland north of the loop road.

The area east of Ocean Shore Boulevard was undisturbed prior to the donation of land from Ada D. Corbett to the NPS. Planned during the mid-1930s as part of the overall HQ/VC development, the layout of this entrance road and parking area reflects the principles seen in the area west of Ocean Shore Boulevard. The natural topography consisted of dunes near the entrance to the beach ramp area, newly established dunes near the Atlantic beachfront, and the sandy beach adjacent to the Atlantic Ocean. While grading was necessary in order to provide a vehicular route to the beach, the design avoided taller slopes where possible. This is evident in the construction of the original parking area on the northern side of the entrance road to the beach ramp. The NPS avoided constructing a second parking area on the southern side of the road to avoid disturbing the dunes to the south, which were steeper than those to the north.

Since the period of significance, the NPS has added a second parking area to the beach ramp landscape. This required further grading into the existing dune area at the beach ramp, which created steeper slopes. The NPS expanded both the northern parking area, installed during the period of significance, and the southern parking to the west, which required additional grading. Retaining walls lining these parking spaces were in place by 1998.

The materials and structures installed to battle erosion at the southeastern corner of Fort Matanzas have resulted in a backfilled, leveled space surrounding much of the fort. The site terrain during the Colonial period and most of the War Department period was much more dynamic, which nearly caused the collapse of the fort. While the stabilization of the landscape has changed the topographic character that existing during the period of significance, the area outside of this leveled turf space is similar to the landscape seen during that time. The topographic character of the HQ/VC and beach ramp areas has not significantly changed since the period of significance. The natural topographic features are still present and the influence of these features on the layout of the built environment is legible in the landscape today.

Landscape Features

Rattlesnake Island (low-lying marshland)

- Contribution Status: Contributing

Steel Bulkhead

- Contribution Status: Contributing

Anastasia Island (low-lying areas, slopes along river, established dunes)

- Contribution Status: Contributing

Beach ramp (grading of parking lot and ramp, dunes, slope to beach, beach area)

- Contribution Status: Contributing

Vegetation

During the Colonial and War Department periods, Rattlesnake Island was not the expansive landform it is today. From the fort's construction until the early 1900s, the island was a small marshland filled with plant material that appreciated the brackish water brought in by the tide of the Matanzas River. In 1885, Lt. George I. Scriven was ordered to visit Fort Matanzas and prepare a report on the outpost's condition. In his report, Lt. Scriven describes Rattlesnake Island as a "small, low, and marshy island" that was covered with "coarse grass and mangrove bushes." By the time repair efforts to stabilize the fort were underway in 1916, a "jungle of cedar, oak, and myrtle" had grown along the building's terreplein and parapets.

The restructuring of Rattlesnake Island and the Matanzas River during the early 1900s resulted in the placement of spoil from dredging operations being deposited on the island, thus raising the elevation of the ground plane where this sediment was placed. This brought areas of the island away from tidal waters and allowed an expanded palette of plants to become established. Maritime hammock plant communities began to evolve outside of the fort site between the dredge spoil and the marshlands. At the fort site, native grasses were the primary land cover, punctuated by plants such as cabbage palm (*Sabal palmetto*), red cedar (*Juniperus virginiana*), and southern wax myrtle (*Myrica cerifera*).

Shoreline stabilization efforts continued on Rattlesnake Island after the period of significance. The southeastern section of the shoreline between the fort and the Matanzas River was the focus of these efforts. To stabilize the earth on which the fort stood, it was necessary to build structures around the fort's footing. In doing so, the area between these structures was backfilled and graded up to the base of the fort. To deter erosion on these newly backfilled areas, a groundcover was needed. In 1966, after the NPS installed timber piling and coquina riprap cover at the southeastern corner of the site, a large area needed to be backfilled and covered to prevent erosion. The NPS sodded this area and seeded the areas between the four-foot-wide sod strips with Italian rye grass. This cover has persisted at the site since installation. The NPS maintains the sodded area, while the space outside of the immediate fort grounds exists in the same manner

described during the period of significance—an expanse of native grasses with several specimen of cabbage palm, red cedar, or southern wax myrtle.

Historically, the vegetation on the western side of Anastasia Island was predominantly maritime hammock forest cover consisting of plants such as live oak (*Quercus virginiana*), cabbage palm (*Sabal palmetto*), redbay (*Persea borbonia*), red cedar (*Juniperus virginiana*), southern wax myrtle (*Myrica cerifera*), saw palmetto (*Serenoa repens*), and Spanish bayonet (*Yucca aloifolia*). Grasses and sedges such as Atlantic cordgrass (*Spartina alternifolia*) and marshhay cordgrass (*Spartina patens*) were located in marshlands.

During the development of the HQ/VC area, the NPS planned the visitor center, utility building, and circulation network in a way that preserved a large amount of the native vegetation. Near construction areas, they wrapped and protected the trunks of trees. These planning and preservation efforts aligned with the practices discussed in *Park Structures and Facilities*, the 1935 NPS publication that describes the NPS rustic approach to planning and design. The book states that "preferably, structures will be so located with reference to the natural features of the landscape that it is unnecessary to plant them out." Due to the amount of vegetation that was preserved during construction, the NPS introduced few species during the period of significance. Planting did occur in disturbed areas after grading in order to stabilize bare soil. These areas were "mucked and sprigged with Bermudagrass." The NPS installed plants for aesthetic purposes below the wall that connected the visitor center and utility building and in the coquina planters near the visitor center. This practice is also referenced in *Park Structures and Facilities*. The book states that "the proper introduction of vegetation along the foundations will gracefully obliterate the otherwise unhappy line of demarcation between building and ground." Low coquina planters were installed to create a planting space at the base of the eastern side of the visitor center. The NPS originally planted Spanish bayonet (*Yucca aloifolia*) in the square planter just northeast of the building. A mixture of native grasses and perennials was in place in the long planters at the base of the visitor center by 1937. This mix was likely naturally occurring and was soon after replaced by the NPS with Spanish bayonet, consistent with adjacent plantings.

Few plants have been introduced since the period of significance at the HQ/VC, continuing the treatment established during construction. Originally, the NPS placed a mix of native grasses in the planters along the visitor center and utility building foundations. The NPS planted Spanish bayonet in the individual planter northeast of the visitor center. By 1980, the NPS had filled the coquina planters at the foundation of the visitor center and the area in front of the screening wall linking the visitor center to the utility building with coontie (*Zamia floridana*). The NPS planted a shrimp plant (*Justicea brandegeana*) in the coquina planter northeast of the visitor center. Site managers have planted foundation shrubs along the foundation of the visitor center at times, but these have always been informal plantings and never dense groupings of shrubs. The NPS built two coquina planters at the foundation of the comfort station and planted them with coontie when the building was constructed in 1989.

The NPS established a semicircular clearing at the entrance to the site from SR A1A by 1971. This clearing was lined by cabbage palm trees on the west. The design is mirrored across SR A1A at the entrance drive to the beach ramp. The clearing included a mix of grass types, maintained as turf. This treatment is presently seen at the entrance to the national monument site. The trees between the original buildings at the HQ/VC and the FOMA VC area loop road have thinned over time. The site is more open than seen during the period of significance. When planned, the visitor center and utility building were more screened from the entrance drive and the FOMA VC area loop road. As trees have aged, the space below the canopy has remained clear, establishing clearer views to the surrounding landscape and buildings. As the trees that were originally preserved during the site's construction become older, they are at greater risk of damage, as seen during the loss of old-growth live oaks and red cedars during storm events. In recent years, the NPS has worked to underplant the aging live oak trees with younger specimens. Success with these younger trees has been limited. While the space east of the visitor center and utility building has thinned, the vegetation along the edge of the Matanzas River, has become denser since the period of significance, which has created a buffer between the river and visitor center.

The area around the current beach ramp historically consisted of a cross section composed of—from east to west—the Atlantic beach, a foredune, a back dune, and the established older dunes near the center of Anastasia Island. The younger dunes near the beachfront consisted of grasses and other plants from the palmetto scrub community. The older dunes were similar to the older areas seen at the western side of the island and included plants from the maritime hammock community. Only naturally occurring plants existed at the site during the period of significance. No plants were introduced.

Few changes have occurred to the vegetation at the beach ramp landscape since the period of significance. The parking has expanded. Grading for this expansion impacted existing vegetation. A semicircular clearing is located at the entrance to the beach ramp landscape near SR A1A, mirroring the form seen at the national monument's western entrance. The open space is lined with cabbage palm trees along its eastern edge on both sides of the beach ramp's access road. This clearing and the cabbage palms lining the perimeter of the form were in place by 1971. This semicircular form is still maintained and cabbage palms are still found at the eastern edge of the clearing.

Historically, the vegetation at Fort Matanzas included large expanses of plants accustomed to being inundated with the saltwater from the surrounding estuary. The human-influenced changes made to the shoreline in order to repair and stabilize the fort have altered the vegetation of the site. These changes have led to the formalization of the landscape immediately surrounding the fort. There is no mention of a planned landscape or planted vegetation around Fort Matanzas during the Colonial period. Likewise, War Department records do not indicate any conscious effort to plant vegetation. The NPS has maintained the landscape immediately surrounding the fort as turf. The cultural vegetation at the fort is not a character-defining feature of the historic landscape. The existing vegetation does not contribute to the historic significance of the site. While the character of the space immediately surrounding the fort site is a result of human influence, the surrounding area of native grasses, shrubs, and trees outside of the maintained turf zone does relay a sense of the historic vegetation that surrounded the fort during the period of

significance. The native vegetation surrounding the immediate fort site is a character-defining feature of the historic landscape.

East of Fort Matanzas at the western side of the HQ/VC complex, most of the vegetation currently found on site is a result of preservation efforts taken during the site construction conducted between 1935 and 1937. Because these naturally-occurring plants were consciously incorporated into the design of the complex, it is reasonable to consider them part of the cultural landscape. The trees growing around the buildings and in the FOMA VC area loop road island are character-defining features of the complex's design. These plants are contributing features that reflect the historic significance of the site design. The existing foundation and accent plants around the buildings were not part of the original design. Therefore, these plantings are not contributing resources.

The plants near the beach ramp were preserved to the extent possible during the construction of the access road and parking areas. These preserved dune plantings are part of the cultural landscape of the site. The circular open space lined by cabbage palms near SR A1A is not a character-defining feature of the historical landscape. This was installed at the entrance area to the western and eastern sections of the national monument site after the period of significance.

Landscape Features

Open lawn area around fort

- Contribution Status: Noncontributing

Natural vegetation at the fort site

- Contribution Status: Contributing

Foundation plantings at the HQ/VC

- Contribution Status: Noncontributing

Preserved natural vegetation at the HQ/VC

- Contribution Status: Contributing

Preserved dune plantings at beach ramp

- Contribution Status: Contributing

Circular clearing with plantings at national monument entrance from SR A1A

- Contribution Status: Noncontributing

Character Defining Features Graphics – Vegetation:



Vegetation growing in close proximity to the Fort Matanzas Visitor Center circa 1935 (CASA no. M1018)



Vegetation growing in rear yard of Fort Matanzas Visitor Center. Photo taken by author in 2018.



Vegetation growing in loop road island at Fort Matanzas Visitor Center circa 1935 (CASA no. M964)



Vegetation growing in loop road island at Fort Matanzas Visitor Center. Photograph taken by author in 2018.

Buildings and Structures

British maps of the Matanzas Inlet area from 1740 show a building located on Rattlesnake Island labeled barracks. Because the 1740 British siege of St. Augustine was the catalyst for the construction of Fort Matanzas, it is likely that this was not the fort but an older structure. It is known that convicts worked the quarries at El Peñón, near the southern end of Matanzas Inlet. It is possible that the barracks structure shown on these maps functioned as housing for these workers. The Spanish constructed Fort Matanzas between 1740 and 1742 as a response to repeated attempts by the British to overtake St. Augustine. Each side of the L-shaped, four-sided tower is 48 feet wide along the fort's base. The Spanish constructed the fort using locally quarried coquina stones. They sited the tower at the southeastern end of Rattlesnake Island, which was much smaller during the time of the fort's original construction in order to defend Matanzas Inlet, known as "the backdoor to St. Augustine." By 1805, Spain could no longer afford to maintain the fort, and it was abandoned.

The fort was left unmaintained until 1916. By this time, the many requests to the War Department to intervene in the fort's continuing deterioration were successful and repairs to the fort were underway. By 1924, the fort was repaired and stabilized. The repaired sentry box was reportedly breaking away from the fort and, after two reconstructions, was successfully repaired by 1929. The NPS replaced the small dock used at the site during the War Department period with a larger wooden dock in 1935. The NPS installed a steel bulkhead around the fort in 1936. They placed riprap on the river side of the bulkhead wall.

Most of the construction after the period of significance focused on efforts to stabilize the Rattlesnake Island shoreline to curb damage caused by the current of the Matanzas River. In 1940, the NPS constructed a coquina seawall around the eastern section of the fort and constructed two groins in this area. Between 1948 and 1949, a large groin was built at the southeastern corner of the site to counteract storm damage caused to the 1940 coquina seawall. In 1964, Hurricane Dora damaged the structures along the shoreline, removing much of the riprap from the site and exposing the face of the 1936 steel bulkhead. In 1966, the NPS built a timber-sheet piling at the southeastern corner of the site. The NPS placed riprap around the 1966

structure and backfilled the area between this wall and the fort. The 1936 bulkhead wall and the structures built as part of the 1966 shoreline stabilization project remain on site. The NPS first replaced the 1935 dock in 1956, and the structure has since been updated multiple times. A metal dock supported by concrete piers is currently in place at Fort Matanzas.

In 1935, after the 1934 donation of land from Ada D. Corbett to the federal government, the NPS approved plans for constructing a visitor center on the newly acquired tract across the river from Fort Matanzas. Charles Peterson, Deputy Chief Architect, and Oliver Taylor, Deputy Chief Engineer approved the plans, drafted by staff with the NPS Eastern Division, Branch of Plans and Design. The improvements included an access road from Ocean Shore Boulevard, a headquarters and visitor center complex, a parking lot, and a dock for a ferry to Fort Matanzas. In August 1935, the NPS contracted O.P. Woodcock Company of Jacksonville to construct the visitor center and utility building.

The NPS partially built the two-story visitor center building into a sandy hill near the western edge of Anastasia Island. It had the main visitor contact station on the lower story with an open, arched breezeway in the center of the building; a ranger residence occupied the second story. The lower-level exterior walls of the main visitor center building were built of coquina-block masonry veneer. The upper story was wood frame with wood siding. The wooden exterior was painted silver gray. A portico with arched openings on the northwestern end of the building connected to the utility building by a mortared-brick walkway backed by a coquina screening wall. The walls of the utility building were solid coquina block. The NPS built two garage doors into the northwestern side of the utility building. Water service extended to the two buildings from a well outside of the northeastern end of the FOMA VC area loop road. A septic tank was located behind the utility building. Electrical service was extended to the buildings from an electrical pole and transformer located southeast of the visitor center, near where the Johnson House sits today.

The construction of the circulation routes around the HQ/VC in 1937 required slight alterations to the structures completed in 1936 but no major alterations to the visitor center and utility

building occurred. In April 1937, to allow for the construction of a coquina staircase and walkway leading from the visitor center entrance to the ranger residence at the upper floor of the building, the NPS removed a section of the original retaining wall on the northeastern side of the visitor center at the arched entrance into the building on the lower level. The extended wall projected out towards the parking area and wrapped around to retain the hill on the southern side of the building.

The construction of the HQ/VC provided a place from which people visiting the national monument site could depart Anastasia Island and travel to Fort Matanzas. To facilitate this transportation, new docks on the western and eastern sides of the Matanzas River were constructed in 1935 under a PWA contract awarded by the NPS. Construction of the docks was completed on October 19, 1935, and the NPS approved both structures the following day. The NPS built the dock on Anastasia Island just behind the visitor center site, southeast from the wooden pilings remaining from an older dock.

Similar to the erosion control efforts at Rattlesnake Island, the NPS has installed shoreline stabilization structures in the study area along the eastern bank of the Matanzas River. After the construction of a dike closed the channel between what is now the northern and southern ends of Rattlesnake Island on November 9, 1934, erosion began to degrade both the western and eastern shore of the Matanzas River. By August of 1935, severe erosion to the southwestern corner of Fort Matanzas prompted the NPS to investigate possible stabilization efforts along the national monument's riverbanks. As part of this study, United States Corps of Engineers District Engineer P.A. Feringa visited the site in November of 1935 and recommended actions at Anastasia Island and Fort Matanzas. At Anastasia Island, Feringa found the remnants of three of the original five groins, built about 20 years earlier. Two of the groins were north and one was south of the newly constructed dock. The War Department and the NPS had not maintained groins, and their poor condition no longer allowed for adequate erosion control. Feringa recommended that ten coquina-rock groins be installed to preserve the shoreline and limit erosion resulting from the newly constructed dike on Rattlesnake Island. Due to lack of funding, only two of these ten recommended groins were built between October 19, 1936 and December 22, 1936. The first

"was located 120 feet south of the dock and extended 97 feet into the river and the other groin was located 150 feet north of the dock and extended 78 feet into the river**,**"

In 1938, the NPS installed additional groins along the eastern shore of the Matanzas River. These structures were built of coquina riprap and joined the previously installed groins in trapping sediment and building up the eastern bank of the Matanzas River. The groins were successful in limiting erosion along the river's edge and the riverbank west of the visitor center became a popular destination at the site. The Youth Conservation Corps reconstructed the groins in 1976. The structures continue to provide erosion control at the western edge of Anastasia Island.

By 1973, the NPS had retrofitted the dock behind the visitor center with a temporary shade structure and a covered boat lift for smaller vessels. The NPS replaced the dock between December of 1978 and January of 1979. This new dock was constructed as a ferry boat dock, which was much more suitable to accommodate loading and unloading of groups visiting the fort site. Since then, the NPS has expanded the dock, and it currently features additional space for awaiting ferry service to the fort beneath a canopy as well as increased docking capacity with dry and wet docking for ferry boats.

In 1989, the NPS added a comfort station to the site at the eastern side of the FOMA VC area loop road. This building housed two restrooms and a covered area intended for vending machines. The structure was built using concrete blocks. The NPS faced the lower portion of the building with coquina-block veneer. They covered the upper portion with wood siding and painted it to match the visitor center. The NPS built two coquina planters at the base of the building's western side and a small alcove for a water fountain at the center of the building.

The NPS converted the utility building to the law enforcement ranger office in 1990. This building originally contained a two-car garage, workroom, and a generator room. The building has operated as a ranger office and has housed law enforcement services for the park since its conversion. During the building updates, the NPS removed the original garage doors from the northwestern face. They filled the void left by the removal of the garage doors with coquina

blocks to match the original material of the building's walls and the NPS added a door to this end of the building to provide pedestrian access.

The NPS constructed no buildings or structures at the beach ramp site during the period of significance. Since the period of significance, two types of structures have been constructed at the beach ramp site. These include modular concrete-block retaining walls and a wooden portable toilet enclosure. According to aerial photographs of the site, the retaining walls were in place by 1998. These walls line each row of parking along the road leading east to the beach ramp from SR A1A. The walls are used to retain the dune slopes. The NPS uses the wooden portable toilet enclosure to house two portable toilets and screen these from view in the parking area. The structure is placed at the western corner of the northern row of parking. It is not permanently fixed to the ground.

The preservation projects at Fort Matanzas have generally maintained the same materials and workmanship of the original construction. The fort is a character-defining feature of the site and contributes to the landscape's historic significance. The NPS has replaced or covered the War Department period features when installing new seawalls. The bulkhead wall, dating to the period of significance, is still visible in the landscape. The visitor center and utility building (now park offices) at the HQ/VC and the landscape walls near these buildings date to the period of significance. Changes to the buildings have not detracted from their historic significance. Two of the existing five groins on the eastern shore of the Matanzas River date to the period of significance. These features, which were integral in establishing control of the shoreline erosion at the site, are contributing.

Landscape Features

Fort Matanzas

- Contribution Status: Contributing

Steel bulkhead at Fort Matanzas

- Contribution Status: Contributing

Dock at Fort Matanzas

- Contribution Status: Noncontributing

Fort Matanzas Visitor Center

- Contribution Status: Contributing

Fort Matanzas Historic Utility Building

- Contribution Status: Contributing

Coquina retaining walls at VC/HQ

- Contribution Status: Contributing

Coquina screen walls between VC and Utility Building

- Contribution Status: Contributing

Coquina planters at VC/HQ

- Contribution Status: Contributing

Comfort Station

- Contribution Status: Noncontributing

Two stone groins adjacent to HQ/VC dock

- Contribution Status: Noncontributing

Beach ramp retaining walls

- Contribution Status: Noncontributing

Beach ramp portable toilet enclosure

- Contribution Status: Noncontributing

Character Defining Features Graphics – Building and Structures:



View of Fort Matanzas looking northeast. Photo taken by author in 2018.



View of Fort Matanzas Visitor Center looking west. Photo taken by author in 2018.



View of historic utility building looking northwest. Photo taken by author in 2018.

Views and Vistas

Builders from the Spanish colonial period sited the wooden watchtowers that preceded the fort in locations that allowed clear views to Matanzas Inlet. In 1742, Fort Matanzas took the place of these watchtowers. The Spanish sited the fort at the southeastern tip of Rattlesnake Island. From this vantage point, soldiers garrisoned at the fort had a direct view to Matanzas Inlet where the Matanzas River meets the Atlantic Ocean. Unlike the watchtowers, Fort Matanzas was armed. This open view to the inlet was important for establishing clear firing lanes rather than simply alerting the town of St. Augustine and Castillo de San Marcos of invading ships. During the Spanish colonial period, the view to the inlet remained clear. Midway through the War Department period, the shifting landforms and waterways had moved the inlet south. By 1922, the southern shift of the inlet resulted in the Atlantic Ocean being hidden from view by the dunes of Anastasia Island. The construction of the first bridge across Matanzas Inlet significantly altered this view in 1925. The bridge opened in 1927. The construction of the HQ/VC complex would slightly change the view from the fort, but care was taken to retain vegetation around the site. While the complex was visible across the Matanzas River, a partial buffer was retained at the river's edge.

The view to Matanzas Inlet remains close to that seen during the later portion of the period of significance. The bridge across the inlet is visible, and there is not a clear line of sight to the Atlantic Ocean. Views to the west are uninterrupted by development. These are mostly views to preserved land. This includes Rattlesnake Island, the widened channel of the Intracoastal Waterway, and preserved vegetation of Faver-Dykes State Park and Matanzas State Forest. The views to the east, other than NPS property, feature rooftops and beachfront condominiums along the Atlantic Ocean.

The NPS constructed the HQ/VC complex because of its proximity to Fort Matanzas. The site at the western side of Anastasia Island not only allowed for direct access to Fort Matanzas by boat but also allowed for easy views across the Matanzas River to the fort. These views were critical before consistent ferry service was established to and from the fort. Early interpretive programs at the national monument depended on this visual connection.

Design methods described in *Park Structures and Facilities*, published in 1935, which describes the NPS rustic style, are seen in the design and construction of the HQ/VC complex. The planning for the complex occurred around the same time as the publication of this book. It is likely that during the development of the HQ/VC complex an entrance sequence was created that used vistas along the entrance route to establish the hierarchy of the natural environment over the built environment. The book states that "although a park structure exists solely for the use of the public, it is not required that it be seen from some distance. In its most satisfying expression, the park structure is designed with a view subordinating it to its environment and located so that it may profit from any natural screening that may exist." The book goes on to encourage the "subordination of a structure to environment" and states that "signs marking the way to a particular park building which has been appropriately retired are to be preferred to the shock of finding a building intruding at a focal point or visible for great distance." The retention of natural vegetation and the layout of the entrance road and the FOMA VC area loop road did not feature long axial views to buildings but instead hid these buildings from sight. At the time of the HQ/VC complex's opening in 1937, the vegetation remaining on site was denser than seen today. The view from the entrance road ended at the vegetative buffer between the road and the utility building. The visitor center was only visible to motorists just before the building was reached along the loop road. This controlled visual experience continued from the sidewalks to the walkway entering the arched breezeway that passed through the visitor center building to the eastern shore of the Matanzas River. The reveal of the landscape at the river's edge and the views across the river to Fort Matanzas were even more impactful because of the restrained vistas along the entrance sequence.

Another section where this entrance vista opened up to a wider, natural view was along the dirt road leading from the utility building along the northern portion of the property. This view included the planted slopes along the Matanzas River's eastern shore and the marsh north of the FOMA VC area loop road. The open character was a sharp contrast to the maritime hammock forest lining the parking area and the entrance drive. Close to the northwestern limit of the study area, the vegetation thinned, the dune receded, and a view west to Fort Matanzas was revealed.

The views from the HQ/VC to Fort Matanzas are relatively unchanged. No development has occurred near the site as Rattlesnake Island is owned by the NPS, and the site has been managed as an undisturbed natural resource. Views and vistas in and around the park have changed. The older trees have shaded and thinned out the canopy below, leaving open views across the landscape as opposed to the controlled vistas originally found at the site. Trees have also been removed by age or storms, which has had an impact on the character of views and vistas, specifically the screening in front of the utility building. The forested areas outside of the entrance drive and FOMA VC area loop road are still dense. The vegetation at the eastern shore of the Matanzas River near the visitor center is not as open as seen during the period of significance.

The entrance sequence to the beach ramp landscape was fairly simple. The only vertical element, other than the dunes lining the road and parking areas, was a timber guardrail. The tallest feature was the top of the vegetated dunes on either side of the road. After arriving at the beach, the natural view north and south along the Atlantic Ocean was relatively undisturbed. Other than a few buildings along the northern side of the beach, which are too far away to have a major visual impact, the views from the end of the beach ramp out to the ocean and along the beachfront were unimpeded by development.

The views at the beach ramp landscape have been altered not by changes in vegetation but by the development of condominiums and beach front property. Immediately north of the beach ramp landscape, the Summer House condominiums, constructed in 1982, can be seen above the dunes north of the original parking area. Once on the beach, views are like those during the period of significance but are impeded to the north by the eastern ends of the buildings and the steps leading from the condominiums and beachfront homes to the Atlantic beachfront.

Views along the Matanzas River and across to adjacent landmasses are character-defining features dating to the historic period. One of the reasons the Spanish constructed the fort in this location was that it provided strategic views. The views available from the fort site remain relatively consistent from the Colonial period. There are modern intrusions along the river that

diminish the integrity of the views. These intrusions are minor compared to the otherwise natural appearance of the viewshed. Today, the views from Fort Matanzas are among the most important contributing resources at the national monument.

The view to Rattlesnake Island serves two purposes. One, it provides a visual connection to the primary cultural resource in the national monument, the 1742 masonry fort. The view also provides a visual connection to the natural resources, which is a vital component of the national monument's current mission. These natural features also provide modern visitors with a direct link to the landscape that the Spanish would have encountered during their occupation of the site during the period of significance. The controlled vistas inside and from the HQ/VC complex were created in alignment with the NPS rustic style of architecture and are character-defining features of the site.

Landscape Features

View from Fort Matanzas to Matanzas Inlet

- Contribution Status: Contributing

Views from Fort Matanzas to surrounding natural resources

- Contribution Status: Contributing

Vistas along HQ/VC entrance sequence

- Contribution Status: Contributing

View along dirt road north of historic utility building towards Fort Matanzas

- Contribution Status: Contributing

View from east of beach ramp south along Atlantic beachfront

- Contribution Status: Contributing

View from east of beach ramp north along Atlantic beachfront

- Contribution Status: Contributing



View of Fort Matanzas from Anastasia Island looking northwest. Photo taken by the author in 2018.



View from Fort Matanzas looking southeast towards Anastasia Island. Photo taken by the author in 2018.

Constructed Water Features

There were no known constructed water features at the Fort Matanzas site during the period of significance. The NPS did not construct any water features at the Fort Matanzas site after the period of significance.

The NPS constructed utilitarian water features at the headquarters and visitor center during the period of significance. The preliminary road plans for the HQ/VC complex dated January 6, 1936 and drafted by staff with the NPS Eastern Division, Branch of Plans and Design identify two water wells northeast of the HQ/VC area loop road. The plans call for water service to be delivered to the visitor center and utility building from the wells by a 2-inch copper pipe. This pipe extends beneath the HQ/VC area loop road and the preserved natural area at the center of the loop road before arriving at the two buildings.

During the construction of the HQ/VC area loop road, the NPS established elevations to divert water to the western side of the vegetated area at the center of the loop road. Designers diverted stormwater from the surrounding vehicular-use area, and it was directed to an 18-inch culvert. This culvert extended below the loop road and drained northwest into the marsh. The NPS constructed a coquina headwall around this culvert to protect the drainage feature.

On October 6, 1938, Superintendent Herbert E. Kahler concurred with a map showing the installed utilities at the HQ/VC complex. This map shows a similar scenario as seen on the 1936 site plan, with a 2-inch copper pipe extending to the buildings from a pumping station and well near the eastern boundary of the study area. This well continued to serve as the main water source for the complex for approximately 30 years. On January 10, 1966, the Anastasia Sanitary District of St. Johns County issued a Letter of Authority allowing the installation and maintenance of a 6-inch water line across SR A1A into the national monument site. This water line entered the site where the maintenance road intersected with SR A1A, southeast of the public entrance to the national monument. The water line followed this road and extended to the visitor center and utility building. The NPS now purchases water for the visitor center and utility building from the St. Johns County Water Department.

There were no known constructed water features at the beach ramp site during the period of significance. The NPS did not construct any water features at the beach ramp site after the period of significance.

The pump system installed during the period of significance provided the facility with much-needed water service to accommodate visitation to the national monument site. It is a significant feature in the history of the HQ/VC complex. The drainage system installed worked with the natural topography of the site and used local materials to construct the headwall that protected the culvert that extended below the loop road. This drainage system at the FOMA VC area loop road is remains in place and is a character-defining feature of the site. The water line extension that occurred in 1966 is not a significant historic feature of the site.

Landscape Features

Pump and well systems at HQ/VC

- Contribution Status: Contributing

Drainage system from HQ/VC parking lot to marsh

- Contribution Status: Contributing

Small-Scale Features

There were no known small-scale features at the Fort Matanzas site during the period of significance. Access to the Fort Matanzas site is only allowed to NPS staff and ranger-led groups. The need for site furnishings and other small-scale features is limited. Since the period of significance, the NPS has introduced few small-scale features to the fort site. Most have been modern regulatory signs placed by the NPS. These have been located to keep unwanted guests off the property and to keep ranger-led groups from wandering into the native vegetation surrounding the maintained area of the fort site. The NPS has also added other features, such as waste receptacles, to the site the site over the years.

The NPS installed several small-scale features in the study during the construction of the HQ/VC and beach ramp landscapes. At the HQ/VC, workers constructed a total of six coquina-masonry headwalls along the entrance road and FOMA VC area loop road. The NPS placed these headwalls on each side of the roadway at approximately stations 5+00, 7+00, and 13+50. The purpose of the headwalls was to protect 18-inch vitrified clay drain pipes buried along the entrance route. According to NPS records of the project, "the materials and workmanship used in the construction of each of the six headwalls was of the highest order."

The NPS installed a peeled-cypress-log guard rail "of Park Service standard design" at the entrance road's intersection with Ocean Shore Boulevard. The guard rails extended from the newly graded entrance road to the HQ/VC area and beach ramp site. The NPS constructed an additional guard rail at the intersection of the FOMA VC area loop road and the road extension leading to the utility building. This guard rail lined the fill slope along the northern side of this road extension.

The NPS constructed the original entrance sign in a triangular space in the middle of the entrance road west of Ocean Shore Boulevard. They constructed the base for the sign of coquina-block masonry. The sign itself was natural cypress. The NPS created the lettering by hand carving of the sign around the individual letters to a depth of 1/16 of an inch. The NPS then painted letters

white and applied linseed oil to the remainder of the cypress sign. The NPS placed a flag pole just east of the entrance sign.

The NPS has added many small-scale features at the HQ/VC area since the period of significance. New small-scale features include regulatory and road signs, which the NPS has replaced as needed. The NPS has also replaced the entrance sign. The original coquina masonry and cypress sign constructed in 1937 was in a triangular area at the center of the intersection of Ocean Shore Boulevard and the western entrance road. The NPS moved the entrance sign to the south side of this intersection prior to the 1950 repaving of the highway, which had become known as State Road A1A (SR A1A). The NPS replaced the relocated sign in 1957. The new sign was in the same location, southeast of the entrance road's intersection with SR A1A. The NPS constructed this new sign with a coquina-masonry base, which extended vertically at the sign's eastern end. Workers attached a routed NPS arrowhead emblem to the face of this vertical extension. Workers also mounted a painted sign with the text "Fort Matanzas" and a painted arrow that pointed west to the coquina base. The NPS removed this sign in 1987 and replaced it with a similar feature on the opposite side of the entrance road. The NPS fashioned the foundation with four vertical metal beams. They constructed a vertical coquina column, like the extension seen on the previous sign, west of the beams. This vertical piece did not have the NPS arrowhead emblem attached to it. Workers mortared coquina blocks in pace along the bottom of the vertical beams, creating an L-shaped sign base. The sign mounted to the base displayed a routed image of Fort Matanzas with the Matanzas River below. Around the time of this sign’s installation, the NPS placed wooden bollards at the intersection of the western and eastern entrance drives and SR A1A, which remain at the site today. The 1987 sign base remains today. A new NPS standard sign has been attached to this base, and the NPS arrowhead emblem is mounted to the column at the sign's western end.

Since the period of significance, the HQ/VC has provided site amenities beyond the scope seen at Fort Matanzas and the beach ramp landscape. Guests are expected to visit the HQ/VC for longer periods of time than the other two component landscapes. Because of this, the NPS provided features such as benches, water fountains, vending machines, and picnic tables. The

style and materials of these features have evolved over time but the function of providing access and comfort to those visiting the site has remained constant. Contemporary small-scale features include an updated entrance sign, regulatory signs, interpretive panels, composite benches, wooden bollards, picnic tables, ground-mounted and overhead lighting, wild-life proof waste receptacles, metal dumpsters, a bike rack, an entrance gate, and mailboxes.

The NPS installed peeled-cypress-log guard rails at the entrance to the beach ramp area in 1937. These were installed at the same time as the matching guard rails west of Ocean Shore Boulevard. The railings extended along Ocean Shore Boulevard and east along the entrance road toward the beach ramp site. The NPS also placed a guard rail in front of the parking area at the eastern end of the entrance road, near the timber beach ramp. The guard rail lined the sides and front of the parking area, only leaving the area along the entrance road open, thus limiting encroachment into the sand dune just north of the vehicular-use area.

No small-scale features from the period of significance exist at the beach ramp site. The area has been updated as necessary to be as efficient as possible. The NPS treats the landscape as a transitional area for travelers between SR A1A and the beachfront. Regulatory and interpretive signs provide information for beachgoers as needed. The NPS has placed other features at the site including waste receptacles, a pet waste station, and wooden bollards threaded with metal cables used to separate the timber beach ramp and the dunes along the beachfront.

The guard rails installed in 1937 at the HQ/VC and beach ramp site are no longer present. The NPS has moved the national monument's original entrance sign and has updated the sign since the repaving of SR A1A in 1950. There are no small-scale features from the period of significance at Fort Matanzas or the beach ramp landscapes. The coquina-masonry headwalls installed at the drain pipe leading under the entrance drive and FOMA VC area loop road are the sole historically significant small-scale features found in the study area.

Landscape Features

Coquina-masonry headwalls

- Contribution Status: Contributing

Regulatory and road signs in study area

- Contribution Status: Noncontributing

Interpretive waysides in study area

- Contribution Status: Noncontribution

Modern site amenities, i.e. benches, waste receptacles

- Contribution Status: Noncontributing

Character Defining Features Graphics – Small-Scale Features:



Examples of small-scale features, including picnic table and trash receptacle. Photo taken by the author in 2018.

Archeological Sites

Since the 1960s, several archeological surveys have been conducted at Fort Matanzas National Monument. There are seven recorded archeological sites at the national monument, which include locations at both Rattlesnake Island and Anastasia Island. On Rattlesnake Island, most of the archeological resources date to the Spanish and British occupations of Fort Matanzas. Based on the presence of marshland and low-lying terrain, Rattlesnake Island would not have been a desirable place for settlement and is not thought to contain unidentified prehistoric or historic archeological resources. Most archeological resources identified on Anastasia Island date from the 1800s to the 1900s. However, prehistoric items have been discovered and artifact scatter has been noted near the massacre marker south of the HQ/VC. Currently, archeological investigations are conducted in advance of improvement projects at the national monument. These projects have included fort stabilization, sewer and power line installations, and boardwalk construction. Past archeological investigations have yielded artifacts such as ceramic and stoneware shards, corked green wine bottles, a Spanish olive jar, British brass button, an archaic stemmed point, and others. An underwater archeological survey was conducted in 1979 in the Matanzas River east of Fort Matanzas. While this document does not recommend specific areas for archeological work to be conducted it recommends that the NPS continues current protection measures and investigations according to regulations and the GMP/EIS.

Condition Assessment

Condition Assessment: Fair

Condition Assessment Date: ***TBD***

Condition Assessment Explanatory Narrative:

The fieldwork for this CLI, performed in the fall of 2018 and the spring of 2019, includes general conditions assessments of the landscape characteristics of Fort Matanzas during research for the preparation of a CLR on the national monument. As stated in the Statement of Work for that project and confirmed during site visits, the high number of visitors has a negative impact on the condition of the landscape, in particular around the parking area and VC/HQ. The high about of pedestrian traffic between the VC/HQ and the dock has worn large areas of the turf, exposing the underlying soil, leading to erosion. Excessive foot traffic around non-designated pedestrian routes, including around the sides of the VC/HQ has also worn away large area of turfs on the sides of slopes. Parking needs sometimes exceeds parking area capacity, leading visitors to park along the edges of the road, resulting in damage to the shoulders and adjacent vegetation.

In order to improve the condition of the cultural landscape from fair to good, the following improvements should be implemented:

Address erosion issues. This includes addressing the cause for the erosion, including soil compaction and controlling pedestrian routes through the site. This would involve incorporating turf reinforcement, either plastic grids or fibers incorporated into the turf to protect the rootzone.

Develop designated areas for visitors to congregate while waiting for the ferry to Fort Matanzas. The national monument should develop a deck or observation platform near the existing dock to provide a durable surface upon which visitors can congregate prior to taking the ferry. This can be designed to provide views towards Rattlesnake Island.

Protect natural areas from informal parking. The interior loop island at the HQ/VC is an important natural feature with a grove of mature live oak trees. Introducing a raised curb along

the eastern side of the loop will prevent overflow parking from encroaching upon the rootzone of the trees. Overflow parking is also a concern at the boat ramp. The NPS should consider introducing a reinforced turf system to protect the rootzone of turf when cars to overflow into the open area near SR A1A.

Replant missing vegetation at HQ/VC. Natural decline has reduced the amount of vegetation growing in the landscape surrounding the HQ/VC. Because the NPS designed the HQ/VC to be nestled into the native vegetation, the open area currently surrounding the HQ/VC is different from the historic conditions.

Update historic structure report for Fort Matanzas. The existing historic structure report was published in October 1980. A subsequent stabilization report was published in November 1993. These reports should be updated to more accurately evaluate existing conditions of the fort and provide treatment recommendations.

Impacts to Inventory Unit:

Impact Type: Erosion
Internal/External: Internal
Impact Explanatory Narrative:
Turf areas that receive heavy visitor or service vehicle traffic are in poor condition. In many places, there is no turf and only exposed soil remains, resulting in erosion or an uneven walking surface. These uneven walking surfaces are comprised mostly of loose sand and do not provide a stable, accessible, or slip-resistant pedestrian route. These bare spots occur along the sides of walkways, at intersections of walkways, along frequently trafficked areas without walkways, and on the glacis. Constant pedestrian traffic results in soil compaction and the physical wear of the turf. The combination of damaged turf and increased water run-off results in soil erosion, which is occurring in several locations, including on slopes around the HQ/VC and in the rear yard, between the HQ/VC and the dock.

Impact Type: Visitation

Internal/External: Internal

Impact Explanatory Narrative:

Fort Matanzas has received between three hundred thousand and one million visitors a year during the previous two decades. Approximately 80% of these visitors only go to the Anastasia Island beach area. Visitors to the HQ/VC who want to visit the historic fort on Rattlesnake Island converge in the open area between the dock and HQ/VC. The most visible manifestation of the visitor impact is on the national monument's grounds, exhibited in large areas of worn turf. Visitors also impact non historic resources, resulting in wear and tear to modern circulation surfaces and site furnishings.

Impact Type: Climate Variability

Internal/External: External

Impact Explanatory Narrative:

Increasing temperatures, rising sea levels, and increasing frequency of damaging storms pose a threat to the historic resources. Rain events are producing more amounts of annual precipitation and often with greater intensities, resulting in erosion of the ground around the fort and erosion of masonry fabric of the walls of the fort and associated features. Extreme weather events, including tropical storms and hurricanes, also pose a threat to Fort Matanzas. These extreme weather events often result in flooding and high winds that can damage historic resources, including structures and vegetation.

Impact Type: Pollution/Air Quality

Internal/External: Both Internal and External

Impact Explanatory Narrative:

Many forms of pollution negatively affect Fort Matanzas. Air pollution originating from the use of automobiles in and outside of the national park paired with emissions from nearby power plants and other industrial sites negatively impact visibility and introduces chemicals detrimental to historic masonry and vegetation. Vehicular use along the boundary of the park and within the park contributes to noise pollution, detracting from the historic setting.

Impact Type: Structural Deterioration

Internal/External: Internal

Impact Explanatory Narrative:

The NPS has engaged in stabilization, repair, and partial reconstruction of landscape features, such as mortared-stone walls, walkways, and wooden structures. While most of these features are in fair to good condition, they require consistent maintenance to ensure their preservation.

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