

Hello. Thank you for the opportunity to speak today.

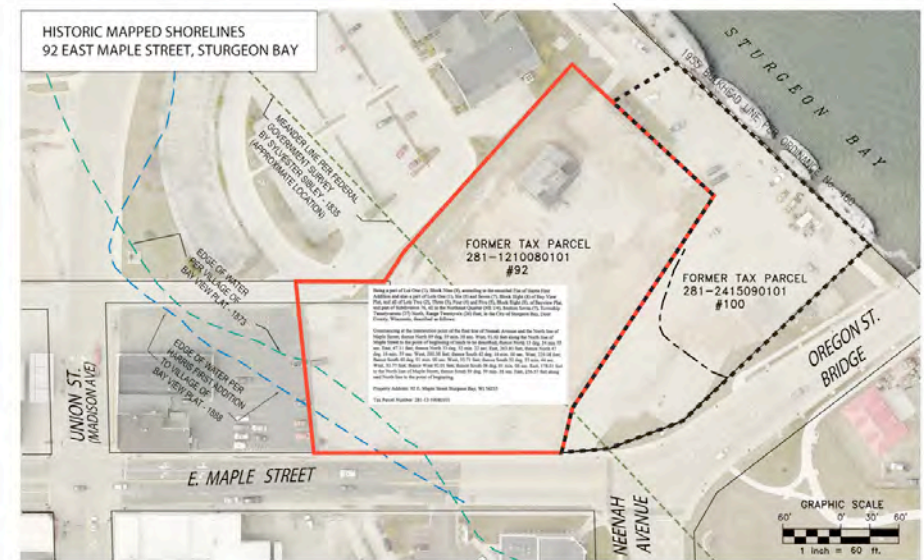
My name is Marianne Ewig. I grew up in Sturgeon Bay.

My father, a former U.S. Army Corps of Engineers engineer, and a professional civil engineer, worked for many years at Roen Salvage, on the waterfront just south of this photo (point).

I'm proud of my father, and I grew up aware of the Army Corps' work and that of professional engineers, and of the experience and education they apply to their work.

I am here to provide testimony that the Ordinary High Water Mark for Parcel 92, outlined here in red, should be located at the 1873 shoreline as drawn in the 1873 Plat of Bay View (point), close to today's Maple Street.

The Bay View subdivision was later on known as Sawyer, on the west waterfront, now part of Sturgeon Bay.



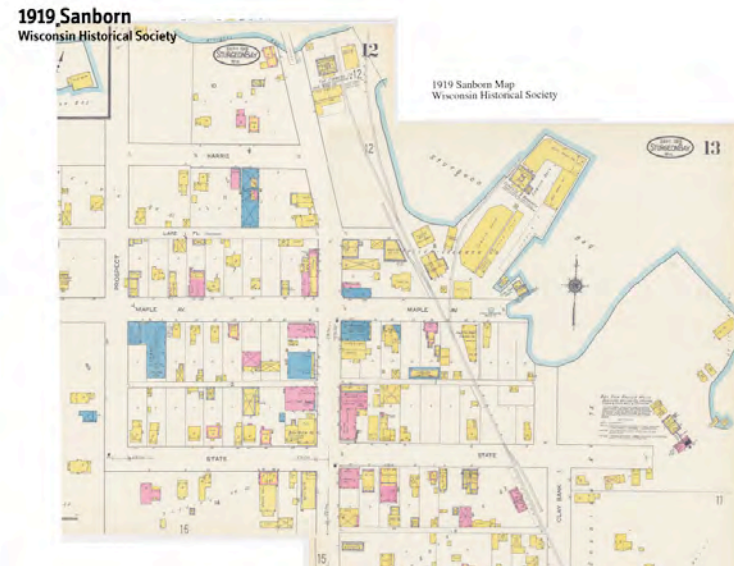
In all of the historical maps and newspaper articles, the Teweles and Brandeis Granary (point), with a 40-foot by 50-foot footprint, has been a fixed reference point. It was constructed on the Dock in 1901.

In this area of the waterfront, there were multiple docks. As shown in this 1919 Sanborn map, the large dock in the middle with all the buildings on it, is the Teweles & Brandeis Dock, which became today's Parcel 92.

Today it is located between the Michigan Street Bridge and the Oregon Street Bridge.

In 1919, the Teweles and Brandeis Granary (*point*) had large U-shaped warehouses around it at the end of the dock, and additional buildings on the dock.

Even in 1919, the intersection of Maple Street and Clay Banks was under water (*point*). Clay Banks became today's Neenah Street. The street grid, and this intersection, are another useful fixed reference point in understanding the transformation of the waterfront through dock building and filling, in service to maritime commerce, over time.

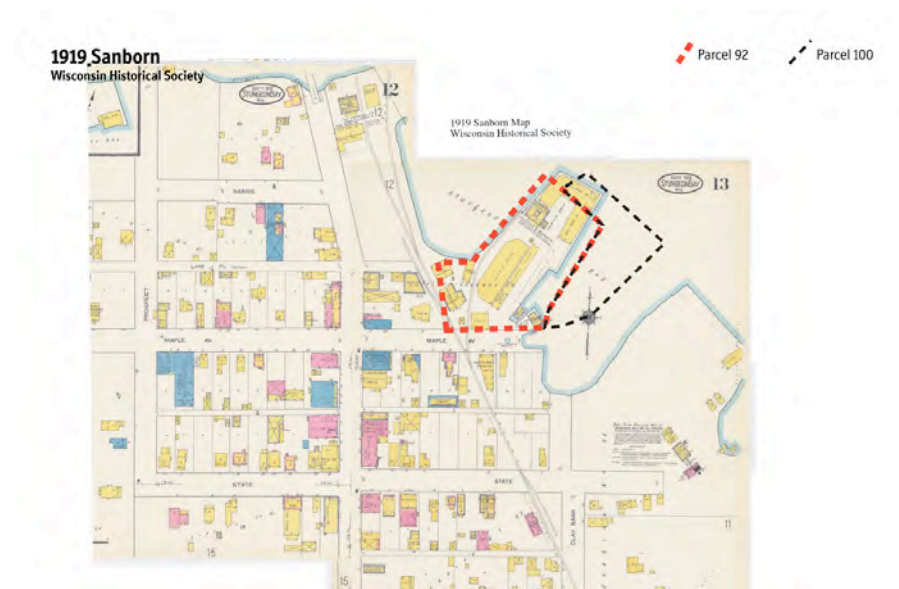


After the Bay View subdivision was platted in 1873, including mapping the shoreline at the time, the dock-building history involved a series of riparian owners who constructed, expanded, and filled under docks, providing ship transport services for Door County goods including timber and agricultural products.

Dock construction and expansion coincided with two key events:

first, the completion of the Sturgeon Bay Shipping Canal in 1879 that linked Sturgeon Bay to Lake Michigan for efficient transport by ship,

and second, in 1894, the Ahnapew and Western Railway connecting Sturgeon Bay -- at our dock -- to the entire midwest by rail.



Here is a brief overview of that history of our dock:

There were essentially five successive riparian owners prior to the City’s acquisition - and these were Harris, Martin, Lawrence, Teweles & Brandeis, and the Door County Co-op.

Numerous newspaper articles of the time, historical maps from multiple sources, plats and surveys, and historical photos, all confirm that each of these riparian owners of the dock commenced with constructing, extending, repairing, and filling under the dock, resulting in today’s Parcel 92.

The initial dock construction by Joseph Harris in 1878, was a dock built and filled underneath that extended into the waters of Sturgeon Bay from that 1873 shoreline.

STATEHOOD-1873 Pre-Development	1873 Shoreline mapped on 1873 Plat of Bay View . Joseph Harris acknowledged by City as owner/proprietor of all the lands in the Bay View subdivision.
1878-1891 HARRIS DOCK <i>(Harris Dock, 1891 Sanborn)</i>	February 1878 , "A gang of men and teams are engaged in extending Mr. Harris' dock into deep water, on the west shore of the bay". March 1878 , by State Legislative Act, "Joseph Harris... authorized to build and maintain a dock and pier extending into Sturgeon Bay, on the western shore, ... running in a northerly direction 300 feet or more". <i>Historical articles and maps confirm riparian owner's dock building, extending, filling, warehouse building.</i> 1879 , completion of the Sturgeon Bay Shipping Canal, linking Sturgeon Bay to Lake Michigan.
1891-1897 MARTIN DOCK	1891 , Charles I. Martin acquires Harris dock and buildings from Henry Harris who inherited from Joseph Harris Sr. <i>Historical articles and maps confirm new building, substantial dock extension in length and width, filling under dock.</i> 1894 , the Ahnapee and Western Railway connects Sturgeon Bay (at the west waterfront) to the entire midwest by rail.
1897-1903 LAWRENCE DOCK <i>(Lawrence Dock, 1898 Sanborn)</i>	1897 , A.W. Lawrence acquires Martin dock and buildings in a Sheriff's deed following Martin's death. <i>Historical articles and maps confirm riparian owner's dock increased in length and width.</i> 1901 , Grain Elevator constructed on the dock (still standing in the present day).
1903-1953 TEWELES & BRANDEIS DOCK <i>(Teweles & Brandeis and Sawyer Dock 1904, 1911, 1919 Sanborn)</i>	1903 , Teweles & Brandeis acquire dock and buildings from Lawrence. <i>Historical articles and maps confirm riparian owner's dock expansions, two new large warehouses, filling around dock.</i> 1931 , historic Michigan Street Bridge (Steel Bridge) constructed, February 1944 , large fire destroys large L-shaped warehouses at end and side of dock and planking surface of dock in those areas. Remnant piers visible in subsequent photos. Dock (planking) surface is reduced in length and width; piers and artificial crib fill remains.
1953-2007 DOOR COUNTY COOPERATIVE DOCK	1953 , Door County Cooperative acquires dock and buildings from Brandeis. <i>Historical articles, maps and photos confirm riparian owner's extensive new buildings and dock repair/extension.</i> 1956 , City quitclaims to Door County Cooperative a portion of side dock extension to accommodate a new building. February 1964 , City quitclaims to DCC an additional portion of side dock extension, in area where 1958 Sanborn indicates water. September 1964 , Filling behind new bulkhead in this area proceeds and scheduled to be completed that fall.

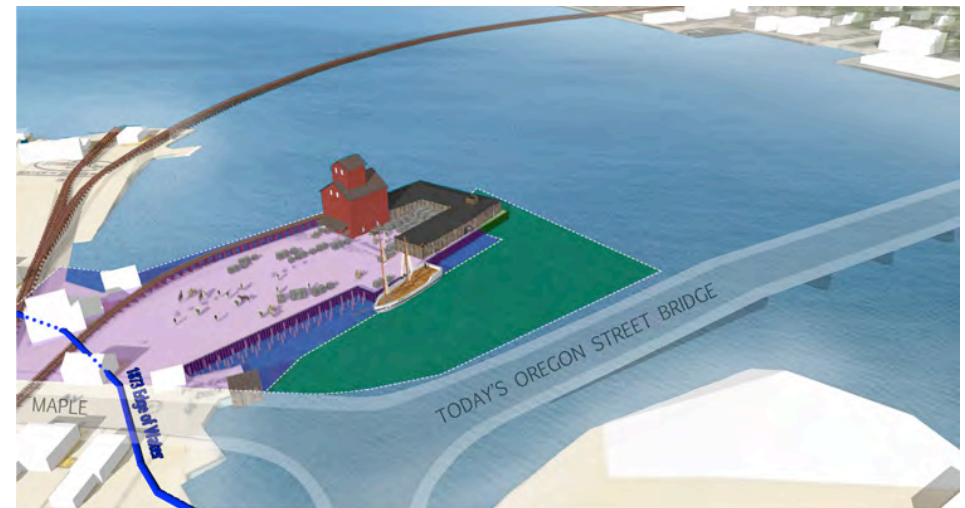
This perspective visualization helps show what the dock looked like circa 1904.

This scaled Sketchup model, which will be explained by another speaker, Carri Andersson, uses the 1873 shoreline mapped by surveyor Don Chaput, the scaled 1904 Sanborn map, contemporary GIS information, and a number of other references.

In 1904, the Teweles and Brandeis dock was bustling. As an October 1904 newspaper article states, “the dock property owned by Teweles & Brandeis is situated at the foot of Maple Avenue” (Maple Street terminated at the water).

In this map, Parcel 92 is shaded blue and violet. The adjoining Parcel 100 is shaded green. Today’s Oregon Street Bridge connecting to Maple and Neenah Streets is also shown. This 3D visualization will be shown in more detail by another speaker today.

Regarding the Ordinary High Water Mark on Parcel 92. I believe it is only difficult to be *precise*



about the historical shoreline and high water mark; it is not at all difficult to be *approximate*.

I believe, and all available historical resources and physical evidence supports, that the 1873 shoreline shown here as a blue line is the best reference available for historical shoreline and determination of the Ordinary High Water Mark.

Thank you.