

# **DEPOT HILL FRAMEWORK PLAN**

Stoughton, Wisconsin  
Author  
Lydia DeBauche

A SENIOR CAPSTONE PROPOSAL

Submitted in partial fulfillment of the requirements for the degree  
Bachelor of Landscape Architecture

Department of Planning and Landscape Architecture  
College of Letters and Science

University of Wisconsin - Madison  
Madison, WI

May, 2023

Approved by  
Shawn T. Kelly, PLA, FASLA  
Distinguished Teaching Faculty  
&  
Eric Schuchardt, PLA, ASLA  
Teaching Faculty



# ACKNOWLEDGEMENTS

First and foremost, I would like to thank the Stoughton Redevelopment Authority for being a wonderful and engaged client throughout the capstone project. I would also like Katrina Becker of Becker Professional Services for being my go-to contact, providing me with great feedback along the way. Working with a group of people, all individually driven towards building Stoughton towards a better future has been rewarding and greatly shaped the positive outcome of my project experience.

I would also like to thank my instructors Eric Schuchardt and Shawn Kelly for being role models and mentors throughout this project and my years as a student. Their passion as educators is greatly appreciated. Additionally, I would like to thank my classmates, as I have learned so much from them throughout our time together. These people made the studio a great place to be.

Finally, I would like to thank any community members, other faculty, or professionals who offered me guidance and feedback for the duration of the project.

# ABSTRACT

Stoughton is a community in south-east Wisconsin, located just 15 miles outside of the State’s capital, Madison. As Stoughton grows, its central historic downtown remains a vital part of the community. Depot hill is a small portion of this historic downtown area which unlike the rest of the thriving downtown strip, struggles with blight. Many historic buildings are deteriorating, impacting the keystone thriving businesses on the site. The Stoughton Redevelopment Authority is seeking a comprehensive plan, suggesting improvements within the project site, integrated with development and opportunities beyond the site at the community and regional scales.

This capstone document will explore ways in which historic and cultural preservation can be applied at the framework scale in downtown planning with a focus on growth.



Figure 2: Yahara River





Figure 3: Lydia DeBauche

THE AUTHOR

I am originally from Green Bay, Wisconsin. I became interested in Landscape Architecture as soon as I found it. It combined my passion for the environment and science with my interest in architecture and design.

Lydia DeBauche  
Department of Planning and Landscape Architecture

Spring 2023

CONTENTS

Acknowledgments ..... Pages

Project Abstract ..... Pages

About the Author ..... Pages

**PART I**

Introduction ..... Pages

Project Workflow ..... Pages

**PART II**

Project Context, Background & History ..... Pages

Project Goals,Concerns & Design Drivers ..... Pages

Programmatic Elements ..... Pages

Research Topic & Literature Review ..... Pages

Type of Project and Professional Focus ..... Pages

Precedent Review ..... Pages

The Region..... Pages

The Community ..... Pages

The Site ..... Pages

Site Framework Plan Programmatic Spatial Relationship Studies..... Pages

**PART III**

Site Framework Plan Design and Rationales ..... Pages

Site Focus Area Design and Rationales..... Pages

Phasing & Implementation Strategy ..... Pages

Future Design and Planning Impacts..... Pages

Grant and Funding Opportunities for Site Design..... Pages

**Conclusion and Critical Reflection**..... Pages

Appendix..... Pages



PART 1



INVENTORY  
& ANALYSIS



# INTRODUCTION



Figure 4: Downtonw Stoughton

## PROJECT INTRODUCTION

To fulfill the requirements of the senior capstone project in the Department of Planning and Landscape Architecture at the University of Wisconsin-Madison, I investigated how tools for successful downtown planning may inform the design of Stoughton's East Main Street Corridor. This investigation was provided context and focus by the concerns and goals of the Stoughton Redevelopment Authority, which include placemaking and smart growth practices. Stoughton's historic Depot Hill and the rail corridor it encompasses is the project location for this study.

## RESEARCH TOPIC: HISTORICAL AND CULTURAL PRESERVATION

Focused research on historical and cultural preservation will inform the development and design of this framework plan. Authors like Andrew H. Whittemore and Kent Robinson have studied communities with vibrant city downtowns, finding that communities with rich histories can apply historical downtown design guidelines to new redevelopment projects, creating successful city centers. In addition to performing historical analysis of the site, I will use research to define historic design guidelines for the development within the project site to best preserve and enhance its unique historical character. Additionally, methods of historical storytelling will be applied to the landscape.

## CLIENT AND PROJECT SCOPE

The Stoughton Redevelopment Authority is a group created to improve the downtown and central Stoughton areas with the goal of eliminating blight. The railway and project site of this capstone are the primary focus of the group. The RDA is seeking a framework plan which highlights the strengths of the area and focuses on opportunities which support the community's vision for long term growth and resilience. The framework plan will focus on Stoughton's historic Depot Hill, but it will extend into the community through connections north and south to the river, towards the new housing

development near the river, and through the creation of a new bike trail. Areas for new public spaces and proposed mixed use developments will be highlighted in the framework plan and designed in further detail. The street corridor itself will also be redesigned in detail to create an improved pedestrian experience. The opportune location of the railway corridor also unlocks the potential to include a future commuter rail line, making the project area a new transportation hub for the city.

## PROFESSIONAL FOCUS: SMART GROWTH

The City of Stoughton has many assets and the potential for significant growth in the upcoming years. Stoughton is seeking a comprehensive plan that ties together its potential and assets, while reimagining the few areas of the community that have a pressing need for change. The professional focus of this capstone will help achieve Stoughton's vision for the future by concentrating on 'Smart Growth'. This approach to urban design focuses on many forward-thinking strategies including mixed land uses, walkability, placemaking, high density development, and sustainability. A pinnacle of the method which will be applied to Stoughton will be the focus on strengthening development in existing communities. This approach will allow Depot Hill become a highlight of the community that works for all residents, improving the lives of those living in the community, increasing revenue for those located on the corridor, and becoming an asset to attract new residents, workers, and businesses to Stoughton.

## CAPSTONE PRODUCTS

The products of this capstone will include a set of design documents and recommendations for the Depot Hill, which will be submitted to the Stoughton Redevelopment Authority, and a capstone document, which will be submitted to the Department of Planning and Landscape Architecture in partial fulfillment of the degree of Bachelor of Landscape Architecture.



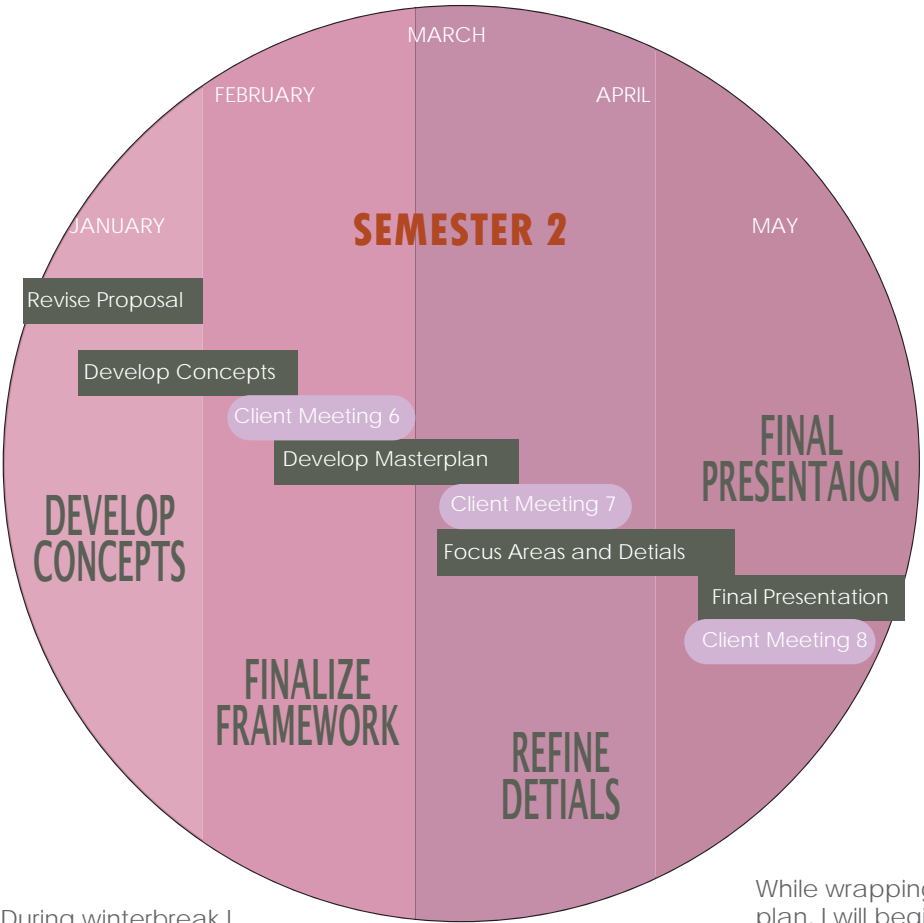
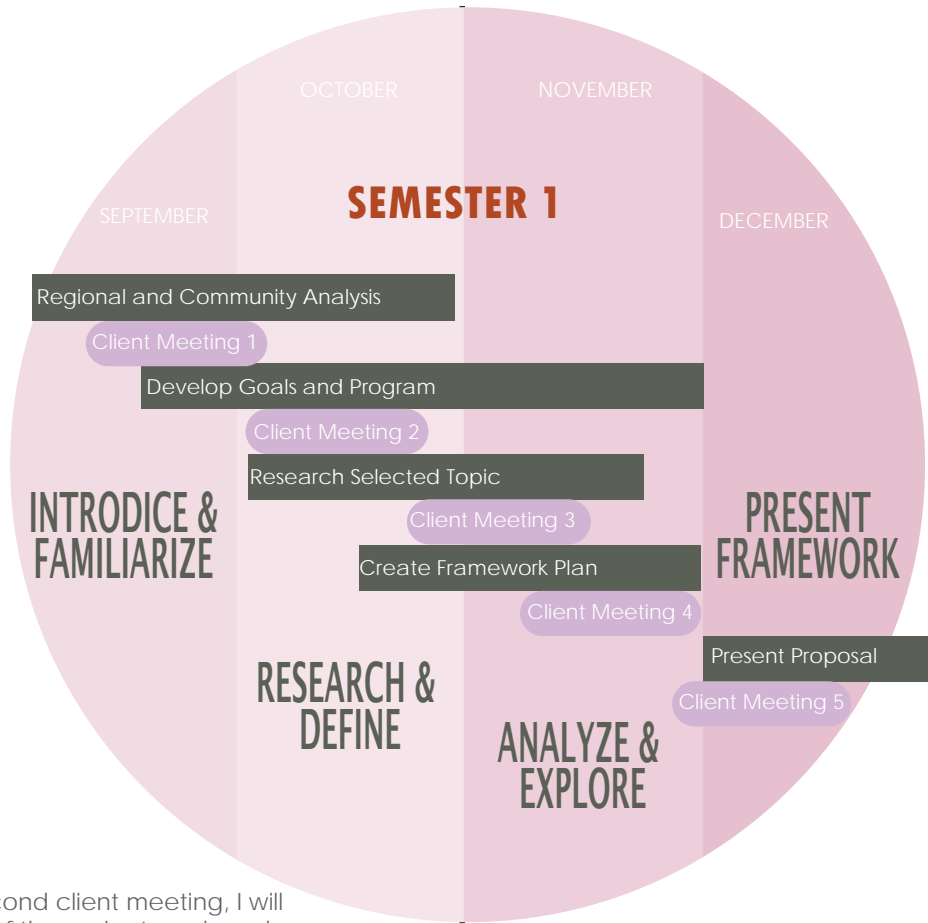
PROJECT WORKFLOW

The following diagrams lay out the general project phases and the schedule of checkpoints through each semesters, from fall 2022 to spring 2023.

During this phase, I will select the community I will be working with. I will have an initial meeting with the client to get a base understanding of the project. With help from the client, I will begin gathering base materials for the regional and community analysis.

Before my second client meeting, I will have a draft of the project goals and program, which will be reviewed and revised upon meeting. I will select a research topic and begin gathering sources. Additionally, I will perform a precedent study, which I will share in a client meeting.

My research will be synthesized into a regional and community analysis graphic. I will then create a site framework plan analysis to describe the primary site framework plan opportunities and issues/concepts affecting my project. I will come up with two spatial relationship diagrams based on the framework analysis.



During winterbreak I will utilize stakeholder feedback to revise my proposal. I will then begin developing concepts and alternatives for my design, both at the framework and focus site scales.

I hope to review my conceptual diagrams, sketches, and ideas with the client. Once landing on a concept, I will begin producing a framework plan. During this phase, I will review and finalize my proposal, including project goals and program elements.

While wrapping up my framework plan, I will begin to zoom into focus areas to fully design and create construction details for. I will check in with my client during this phase to review my frameowrk plan and get feedback on the focus areas.

Finally, I will present my complete proposal to my client



Figure 4: Regional Context



INTRODUCTION: PROJECT CONTEXT

Stoughton is located 15 miles or 25 minutes outside of Madison, Wisconsin’s capital. The project’s client, the Stoughton Redevelopment Authority (RDA), is a group of locals appointed by the mayor to serve on a committee which identifies development zones in Stoughton and organizes projects within them. Depot Hill is a portion of the RDAs downtown improvement area. The project site runs north and south along a rail corridor, bisected by Stoughton’s downtown strip, East Main St. Within this downtown area are many local landmarks, including the adjacent opera house, as seen in Figure 6. South of the site is the RDA’s current work in progress, a riverfront development project which will bring over 100 new residents to downtown.

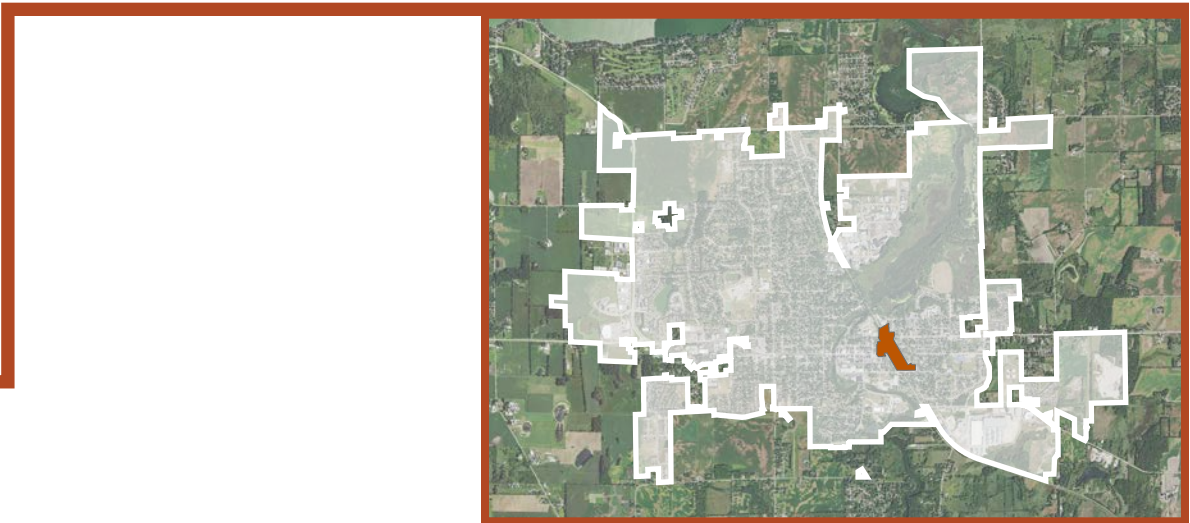


Figure 5: Site within Stoughton

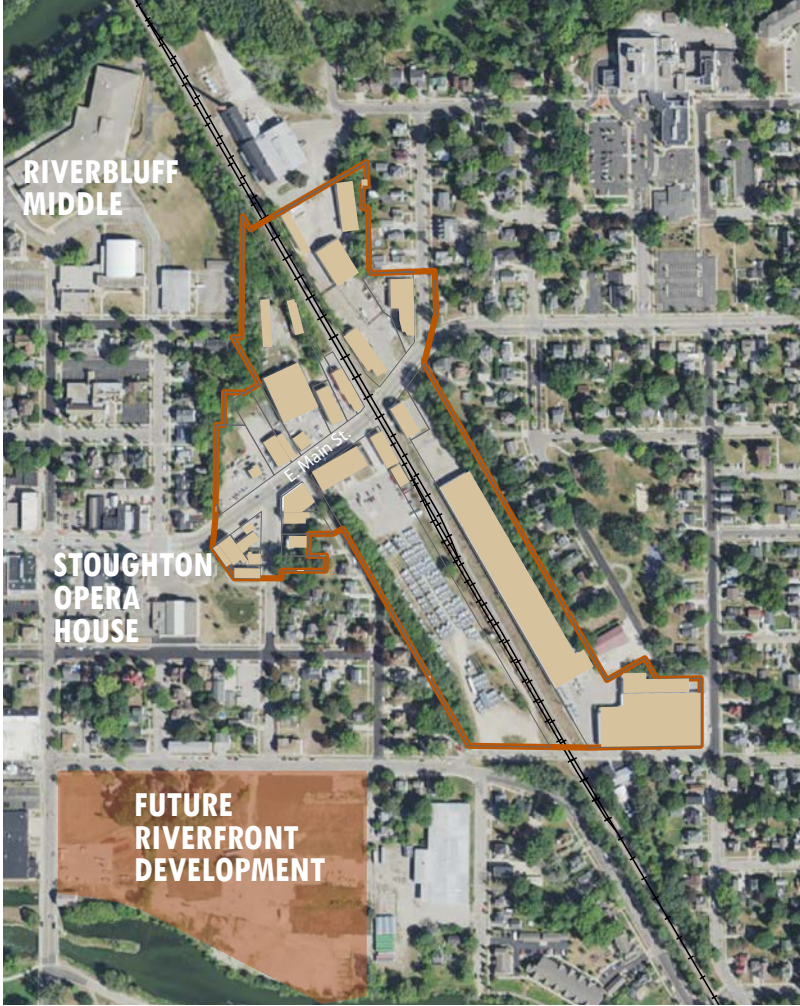


Figure 6: Site Context

PROJECT TYPE  
Framework Plan



# INTRODUCTION: PROJECT GOALS AND CONCERNS

The City of Stoughton is focusing on developing its downtown to support a growing population. The city hopes that the downtown becomes a vibrant environment where visitors and residents want to spend their time that simultaneously celebrates Stoughton’s history. Depot Hill is a focused section of this redevelopment area which is in need of a framework plan to improve its conditions. The site deals with blight, feels disconnected from the rest of downtown, and lacks pedestrian infrastructure.

## PRIMARY CONCERNS



### BLIGHT

While Depot Hill has many great landmarks and businesses, such as the Stoughton Opera House and art galleries, nearly 50% of the area is blighted. At the site scale, vacant and vacating parcels present opportunities for denser development, creating infrastructure to boost business. New businesses and new housing developments aim to bring in visitors and new residents at a regional level. The blighted properties have a disproportionate negative impact on the successful businesses in the district, disconnecting it from the rest of the downtown/arts district.



### CONNECTIVITY

The City of Stoughton is looking to improve community and regional connections to this portion of E Main St due to its opportunities. At the site level, there is a lack of cohesiveness with the rest of the E Main Street. While the western portion of the street has a strong ‘downtown’ feeling, the same strong placemaking is lacking within the site itself. The Yahara River wraps around the central community of Stoughton. This site lies in the center, with the river to its north, south, and west, yet is not utilized for this connection. The city has established itself as a unique Norwegian community, but it’s looking for regional connections to establish it as a vital Madison suburb. Establishing community and regional connections will bring in business and boost the site economically, but also will foster a healthier and happier community.

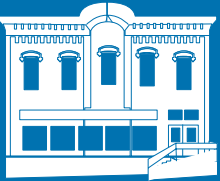


### SAFETY

This portion of E Main St and the railway corridor it encompasses pose safety concerns for the community. E Main St receives high amounts of traffic and experiences train traffic daily. At a community level, this makes exploring this portion of the downtown corridor by foot less desirable. The lack of street trees and buffers in combination with the high volume of vehicle traffic makes it less walkable. The space is currently used by students as a connection from River Bluff Middle School to the Youth Center located on E Main, a dangerous path.

# PROJECT GOALS

## 01 HIGHLIGHT UNIQUE CULTURE AND HISTORY



- Analyze and assess existing historical buildings, proposing improvements and new infill that fits the historical architectural styles found on the site
- Utilize placemaking techniques to extend the existing aesthetics of the historical downtown area through the site, promoting foot traffic through the entire corridor
- Heighten the community’s cultural identity, additionally improving Stoughton’s identity at a regional level, bringing in visitors and new residents
- Bring awareness to overlooked and forgotten histories, especially presettlement history

## 02 PROVIDE NEW MIXED USE SPACES TO SUPPORT GROWTH



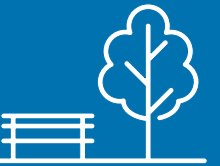
- Utilize a ‘smart growth’ approach, focusing on sustainability and equity
- Provide flexible development opportunities that support a range of businesses and uses to best support future changes
- Successfully attract a wide range of businesses and residents from a wide range of demographics into an equitable and walkable community
- Provide alternative transit to cars for commuters

## 03 IMPROVE LOCAL AND REGIONAL CONNECTIVITY



- Create a safe path from River Bluff Middle school to the Youth center
- Utilize project site to connect to the Yahara river to the north and south
- Connect new and current residents to the Madison region by offering commuter bike paths, further establishing the city as a Madison suburb.

## 04 INCREASE PUBLIC SPACE



- Create a safe path from River Bluff Middle school to the Youth center
- Provide space for businesses to utilize the storefront to support business or attract customers
- Build in infrastructure for pedestrian traffic, including places to eat or rest
- Create opportunities for community events, such as markets



# INTRODUCTION: PROGRAMMATIC ELEMENTS

The City of Stoughton is focusing on developing its downtown to support a growing population. The city hopes that the downtown becomes a vibrant environment where visitors and residents want to spend their time that simultaneously celebrates Stoughton’s history. Depot Hill is a focused section of this redevelopment area which is in need of a framework plan to improve its conditions. The site deals with blight, feels disconnected from the rest of downtown, and lacks pedestrian infrastructure.

## WAYFINDING



The site functions as the eastern gateway to downtown, so signage is important throughout the site’s major corridor. Signage will help link the historic Depot Hill district to the E. Main Street historic district by creating a more cohesive downtown environment. The local and regional connections will be highlighted, including wayfinding towards the regional bike trails and the local riverfront development. Signage will contribute to the arts and entertainment culture of downtown while distinguishing the unique history of Depot Hill.

## STREETSCAPE



Streetscape improvements include wayfinding and signage, but also includes traffic calming strategies and pedestrian oriented infrastructure. Adding trees, plantings, paving changes, and art can all add to aesthetics while also calming traffic. Other pedestrian infrastructure includes seating, lighting, trash/recycling, and safe crosswalks.

## BIKE/PED TRAIL



## SHARED OPEN SPACE



Integrating public spaces with development will make the area more pedestrian friendly through the recreation of unique public plazas. This will involve businesses becoming stakeholders in the open space, having input over how it gets used. The resulting spaces will be available for retail or dining, but also for use by the general public. Increasing public space will provide opportunities for community events, performances, markets, and more.

## DEVELOPMENT



This will involve adaptive development projects in the form of high density, urban infill multi-use development of vacant or vacating sites. Apartment units will be mixed to support residents of various incomes and family sizes. First floors will be business opportunities, in flexible spaces that support changing needs over time, combating blight. Although businesses will be mixed used, an emphasis on businesses contributing to the arts and entertainment district will be accounted for.

## COMMUTER RAIL



This program element restores the site to its historical use as a passenger rail hub. A commuter rail line will greatly expand regional connections, but also give opportunities for visitors to come to Stoughton to explore its historic downtown.

From left to right:  
Figure 7: Streetscape  
Figure 8: Wauwatosa Wayfinding  
Figure 9: Trail  
Figure 10: Plaza  
Figure 11: Development

# INTRODUCTION: PROFESSIONAL FOCUS AND RESEARCH TOPIC

I will utilize research and my professional skillset to achieve the goals of the framework plan. The research performed is tied to the rich history of Stoughton, dating back to pre-settlement times. My professional focus will provide sustainable methods of connecting historic and cultural preservation with the growth a development Stoughton is seeking.

## PROFESSIONAL FOCUS

The City of Stoughton has many assets and the potential for significant growth in the upcoming years. Stoughton is seeking a comprehensive plan that ties together its potential and assets, while reimagining the few areas of the community that have a pressing need for change. The professional focus of this capstone will help achieve Stoughton’s vision for the future by concentrating on ‘Smart Growth’. This approach to urban design focuses on many forward-thinking strategies including mixed land uses, walkability, placemaking, high density development, and sustainability. A pinnacle of the method which will be applied to Stoughton will be the focus on strengthening development in existing communities. This approach will allow East Main Street to become a highlight of the community that works for all residents, improving the lives of those living in the community, increasing revenue for those located on the corridor, and becoming an asset to attract new residents, workers, and businesses to Stoughton.

## RESEARCH TOPIC

Focused research on historical and cultural preservation will inform the development and design of this framework plan. Authors like Andrew H. Whittemore and Kent Robinson have studied communities with vibrant city downtowns, finding that communities with rich histories can apply historical downtown design guidelines to new redevelopment projects, creating successful city centers. In addition to performing historical analysis of the site, I will use research to define historic design guidelines for the development within the project site to best preserve and enhance its unique historical character. Additionally, methods of historical storytelling will be applied to the landscape. Based on my research, I will be utilizing historic and cultural preservation strategies promote historic and cultural tourism, connect new development to historical site uses, and create mixed use spaces which support the existing character.

## LITERATURE REVIEW

Andrew H. Whittemore explores the ways historical approaches to downtown planning can be utilized in suburban infill projects to create successful downtown environments. The largest issue with historical inspired infill was the issue of bulk. Sustainable infill involves high density structures, which often mismatches historical design guidelines. Successful methods used to overcome this include protruding porches from apartment buildings to mimic historical houses or keeping the street side portion of mixed-use developments four stories, mimicking classic ‘main street style’, with more stories stepping back from the streetfront. To fully achieve success, Whittemore stresses that the uniqueness of the community must be captured in the design. This article highlights the fact that many central downtowns were established near railway corridors, like the corridor centrally located in my project area. Existing railway corridors and the fragments of the historic downtown plans create ideal sites for high density, mixed use, and transit oriented development.

Written by Kent Robertson, the next article focuses on the development issues and strategies of small towns. Roberson surveys 57 small American Cities, showcasing the unique problems and strategies employed in small cities. While the case study cities included are much larger than Stoughton (pop. 13,146), the author argues that the information is even more relevant for smaller towns. The common downtown problems discovered in the study are similar to those being faced in Stoughton: difficulty attracting new development, little activity after business hours/ in the evenings, and vacant/vacating properties.

Case studies in the article face similar issues as Stoughton: difficulty attracting new development, little activity after business hours/ in the evenings, and vacant/vacating properties. The author explores the most successful methods used to overcome these issues, establishing historic preservation as the most important strategy. The other top three strategies include Main Street approach,

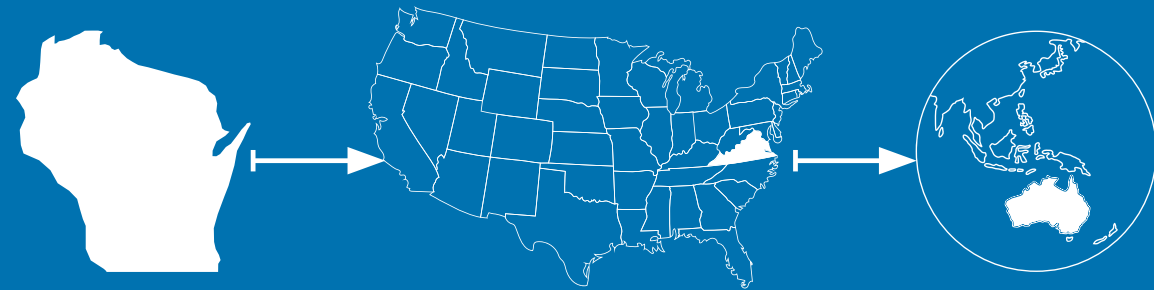
pedestrianization improvements, and water-front development, all of which are currently happening in Stoughton or are included within the project scope.

Lastly, author Jennifer Minner, Director of Graduate Studies and Associate Professor in City and Regional Planning at Cornell University, analyzes the relationship between historic preservation and planning in this article for the Journal of the American Planning. Although the two share common roots, their alliance is fragile. However, current day platforms unite their goals, including sustainability, community economic development, and revitalization. The author finds that there is much the two disciplines can learn from each other, with important exceptions. Preservations benefit from planning theory, and planners can benefit from the way preservation has adapted over time in tandem with planning. Through collaboration, strides can be made for social and environmental justice.

In addition to focusing on the collaboration between planning and preservation, Minner also highlights preservation’s role in planning. Her research found that asset-based community development is a successful strategy for identifying important areas of preservation. National, state, or local designation of historic landmarks can often be limiting. In Stoughton, depot hill contains many historic buildings, but the district was not recognized by the state historical society. The author of this article suggests utilizing historic resource inventories, a process involving polling the public to identify local landmarks and cultural resources. There are often local histories that are overlooked at national or state levels. Properly planning and preserving historic resources can boost economic growth, benefit real estate values, encourage tourism, and overall improve the quality of life. Historic resources can be catalysts for economic growth that enhance real estate values and quality of life, contribute to state and local economies, influence the location of businesses, and encourage heritage tourism.



# PRECEDENT REVIEW



01

Wauwatosa Village  
Streetscape Redevelopment



Figure 12: Wauwatosa Sign (Saiki)

02

Placemaking Services  
in Downtown Richmond



Figure 13: Parklet (Venture Richmond)

03

Spice Alley &  
Kensington Street



Figure 14: Kensington Bench (Turf)

**PROJECT TYPE** Streetscape | Comprehensive Plan

**LOCATION** Wauwatosa, WI

**FIRMS** Saiki Design | GAI Consultants

**CLIENT** City of Wauwatosa

**COMPLETED** 2017

**PROJECT TYPE** Parklet | Public Art

**LOCATION** Richmond, VA

**FIRMS** Walter Parks Architects | ART 180

**CLIENT** The City of Richmond

**COMPLETED** 2021

**PROJECT TYPE** Streetscape | Cultural Heritage

**LOCATION** Sydney, Australia

**FIRMS** Turf Design Studio | Jeppe Aagaard Andersen

**CLIENT** Greencliff and Frasers Property Australia

**COMPLETED** 2015





Figure 15: Tosa at Night (Saiki)

### WAUWATOSA VILLAGE STREETScape REDEVELOPMENT

Saiki Design and GAI Consultants worked together to create a comprehensive plan and reimagine the streetscapes in downtown Wauwatosa, known as “The Village.” The plan aimed to enhance the unique shopping and dining experiences found in The Village while highlighting it as a destination within the region of Milwaukee. In addition to the redesigning of park spaces, 6 primary “gateway intersections” and over 6,000 feet of streetscape were the focus of the design.

Designers looked at the street holistically, finding balance between transportation modes, economic-development projects, historical or cultural points of interest, and environmental assets. Design decisions regarding streetscape changes carefully considered existing building arrangements, neighborhood connections, and underutilized spaces. Streetscape enhancements included reducing lane size and turning radii to slow traffic, integrating reverse-angle parking to optimize space, creating shared streets, and installing improved lighting and signage.

Shared streets and special festival lighting systems make The Village the ideal location for events, bringing in community members and visitors from all parts of the Milwaukee area.

Other streetscape furnishings, such as paving and benches, were constructed of local materials, enhancing the character of the space and the pedestrian experience it provides. This design is a great example of how spaces can become regional destinations by creating vibrant public spaces.



Figure 16: Wauwatosa Streetscape (GAI Consultants)

**PROJECT TYPE** Streetscape | Comprehensive Plan

**LOCATION** Wauwatosa, WI

**FIRMS** Saiki Design | GAI Consultants

**CLIENT** City of Wauwatosa

**COMPLETED** 2017



Figure 17: Tosa Village Green Space (Saiki)



Figure 18: Festival Lighting (Saiki)

Figure 8: Wauwatosa Wayfinding (Saiki)



Figure 8: Wauwatosa Wayfinding (Saiki)





Figure 19: Mural Design (Venture Richmond)

## PLACEMAKING SERVICES IN DOWNTOWN RICHMOND

Downtown Richmond is a vibrant environment, lined with restaurants, shops, art, and historical attractions. The City of Richmond employs placemaking services through partnerships with local and national organizations to enhance the downtown's character. In 2020, the city recieved a grant from Bloomberg Philanthropies' Asphalt Art Initiative, an organization that utilizes public engagement and art to improve public spaces. Partnering with Walter Parks Architects for design services and ART 180 to organize a public art project, a design was created for city's Arts District.

The design consists of a large intersection mural, a pedestrian plaza, and a streetside parklet. Collectively, the design features function as a community gathering space for art appreciation while improving safety conditions and promoting civic engagement in an otherwise underutilized public space. Additionally, the plaza will become a safe location for members of the local youth program to hangout before and after class. History and culture in the community are celebrated through art. Local artist Chris Visions captured the histories of the neighborhood and its legacy of Black excellence in the streetscape mural.

**PROJECT TYPE** Parklet | Public Art  
**LOCATION** Richmond, VA  
**FIRMS** Walter Parks Architects | ART 180  
**CLIENT** The City of Richmond  
**COMPLETED** 2021

The parklet is part of a city-wide program, Picnic in a Parklet, which involves a partnership with local organization Venture Richmond to install public patio spaces in front of local businesses within cubside right of way. In 2021, five prefabricated parklets were installed throughout the area. Local business began to take part, as multiple custom-built parklets were installed. The two programs work together to enrich the culture and pedestrian experience in Richmond.

The City of Richmond demonstrates how temporary, community-led initiatives to improve conditions can be extremely effective.



Figure 23: Richmond Parklets (Venture Richmond)

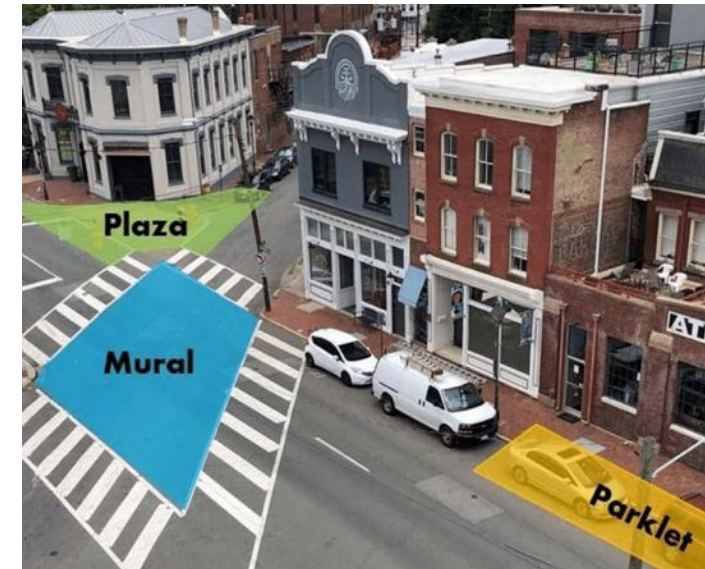


Figure 20: Streetscape Before (Venture Richmond)



Figure 21: Streetscape After (Venture Richmond)



Figure 22: Inside a Parklet (Venture Richmond)

The input of local organizations, businesses owners, and community members created placemaking projects that were tailored to the unique needs, culture, and historical character of downtown Richmond.





Figure 24: Facades on Kensington St (Turf Design Studio)

### SPICE ALLEY & KENSINGTON STREET

Kensington Street has a rich history, as the location of Sydney's oldest workers' cottages, warehouses, and terraces. Recognizing this history, designers wanted to break down the heritage qualities on the street, highlighting elements which did not fit the historic spirit. Eliminating these elements left gaps of opportunities to add new features with the goal to "touch lightly," fitting the new into the old. These features include lighting, seating, and trees.

The central carriageway is defined by an avenue of trees, which slow vehicle traffic by restraining vision and narrowing the space. Adjacent to the street, cafe spaces are marked on the sidewalks through changes in paving delineating seating areas found between planters. Terraced facades of the historic structures were restored, significantly enhancing the historical value of the street. While redesigning the facades, heritage architects were able to blend the new public design elements with the historical spaces.

Opening the facades to the street engages the streetscape, creating a vibrant environment during the day and into the night. Materials used in the streetscape also represent the heritage architecture, found in brick-lined walkways between historic backyard terraces which create a back alley market space, known as Spice Alley. Stitching together

**PROJECT TYPE** Streetscape | Cultural Heritage  
**LOCATION** Sydney, Australia  
**FIRMS** Turf Design Studio | Jeppe Aagaard Andersen  
**CLIENT** Greycliff and Frasers Property Australia  
**COMPLETED** 2015

a network of historic open spaces to create a cohesive public space is a great example of the designers goal to enhance the historic character with a 'light touch'.

Opening in 2015, Kensington Street became an instant destination for locals and tourists alike. The designer's method of historical analysis and reconstruction is a prime example of successfully honoring heritage and tastefully blending it with the new.

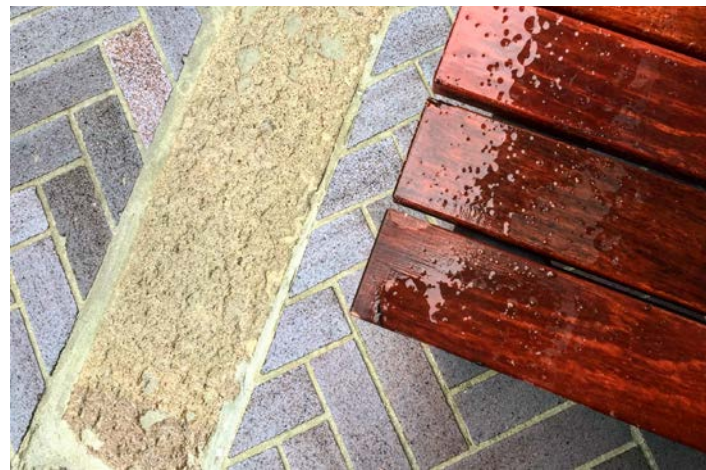


Figure 25: Materials Palette (Turf Design Studio)



Figure 26: Spice Alley (Jeppe Aagaard Andersen)



Figure 27: Night Life (Turf Design Studio)

NIGHTTIME  
AND DAYTIME  
ACTIVITY



Figure 28: Opportunities for Green Space (Turf Design Studio)



# THE REGION

## DANE COUNTY: INTRODUCTION

In order to serve the needs of the broader community that may use the site, including visitors from the surrounding areas as well as community members, it's important to examine the region Stoughton is a part of. Analyzing the site at a regional scale, examining all of Dane County, will reveal broad connections that can be made to make Stoughton a regional destination.

Dane County is a prominent region, having the second highest county population in the state of Wisconsin, coming in at 563,951 in 2021. Additionally, it is home to the state's capitol, Madison. The landscape of the region has been shaped by glaciers, molding the terrain and depositing chains of lakes, such as the Yahara lake system throughout Madison.

Primarily, the land in Dane County is used for agriculture. While 58% of the landscape is agricultural cropland, forest only remains on 11% of the land area (WI DNR).

## DEMOGRAPHICS

**POPULATION:** 563,951

**POPULATION DENSITY:** 469.3/SQUARE MILE

**MEDIAN HOUSEHOLD INCOME:** \$75,178

**AVERAGE PERSONS PER HOUSEHOLD:** 2.33

**AVERAGE COMMUTE TIME:** 21.3 MINUTES

Figure 29: Dane County Bird's Eye



INDIGENOUS HISTORY

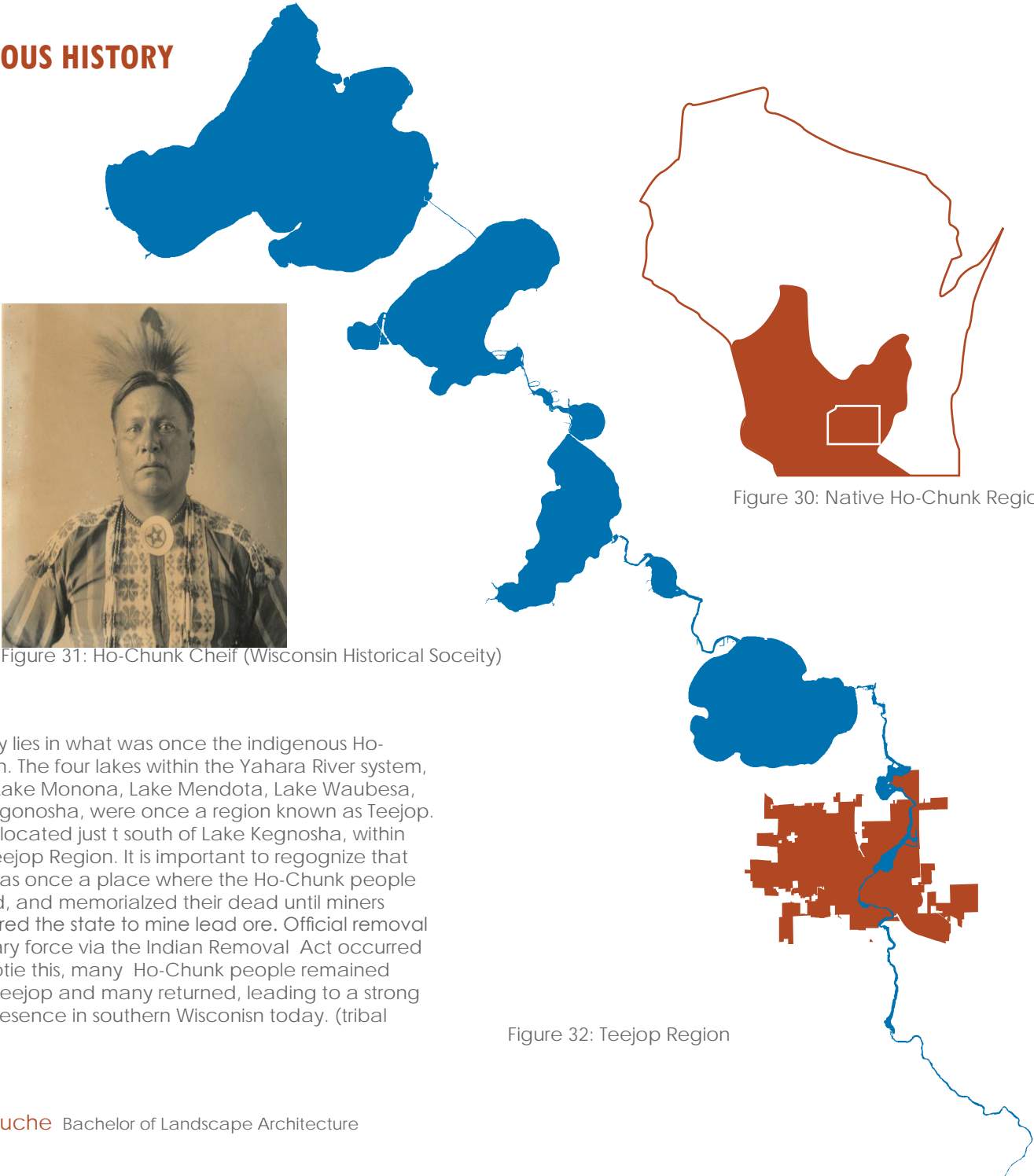


Figure 31: Ho-Chunk Chief (Wisconsin Historical Society)

Figure 30: Native Ho-Chunk Region

Figure 32: Teejop Region

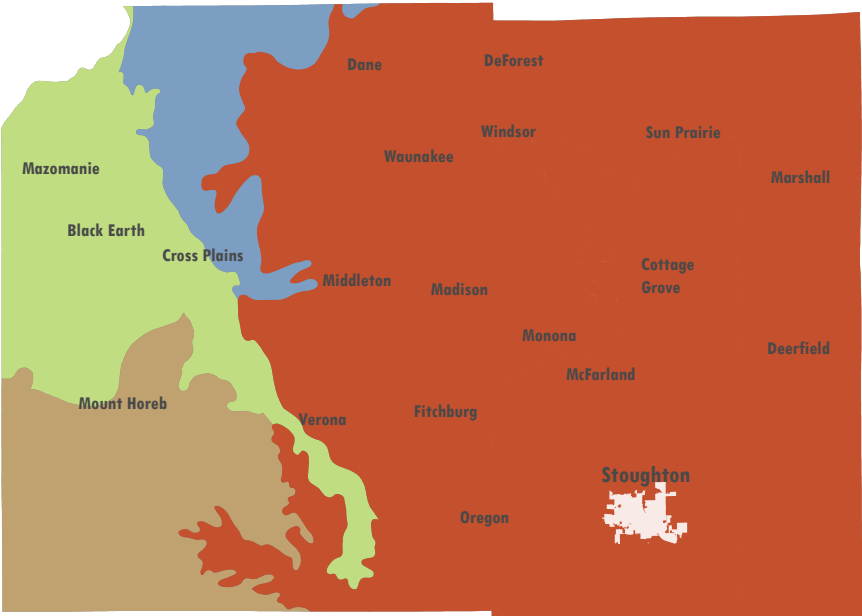
TEEJOP

Dane County lies in what was once the indigenous Ho-Chunk region. The four lakes within the Yahara River system, now called Lake Monona, Lake Mendota, Lake Waubesa, and Lake Kegonsosha, were once a region known as Teejop. Stoughton is located just south of Lake Kegnosha, within the native Teejop Region. It is important to recognize that Stoughton was once a place where the Ho-Chunk people lived, farmed, and memorialized their dead until miners illegally entered the state to mine lead ore. Official removal though military force via the Indian Removal Act occurred in 1832. Despite this, many Ho-Chunk people remained throughout Teejop and many returned, leading to a strong Ho-Chunk presence in southern Wisconsin today. (tribal relations)

SOUTHEAST GLACIAL PLAINS

The primary ecological landscape of Dane County and the ecological landscape of Stoughton and the project site is the Southeast Glacial plains. This ecological landscape has significant biodiversity, with the highest aquatic productivity for plants, fish, and other aquatic species. This is due to the high amounts of rivers and lakes, shaped and deposited by glaciers. Currently, the land cover is primarily agricultural cropland, covering 58% of the landscape. The four main forest types are listed. Only 11% of the landscape is forest today (WI DNR).

REGIONAL ECOLOGICAL LANDSCAPES



0 2 4 8 Miles

Figure 33: Dane County Ecological Landscapes

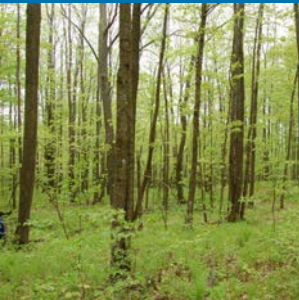
OAK



LOWLAND HARDWOOD



MAPLE-BASSWOOD



HARDWOOD SWAMP



Figure 34: Oak Forest  
Figure 35: Lowland Hardwood  
Figure 36: Maple-Basswood  
Figure 37: Hardwood Swamp

- central sand hills
- southeast glacial plains
- southwest savanna
- western coulees and ridges



REGIONAL BIKE PATHS

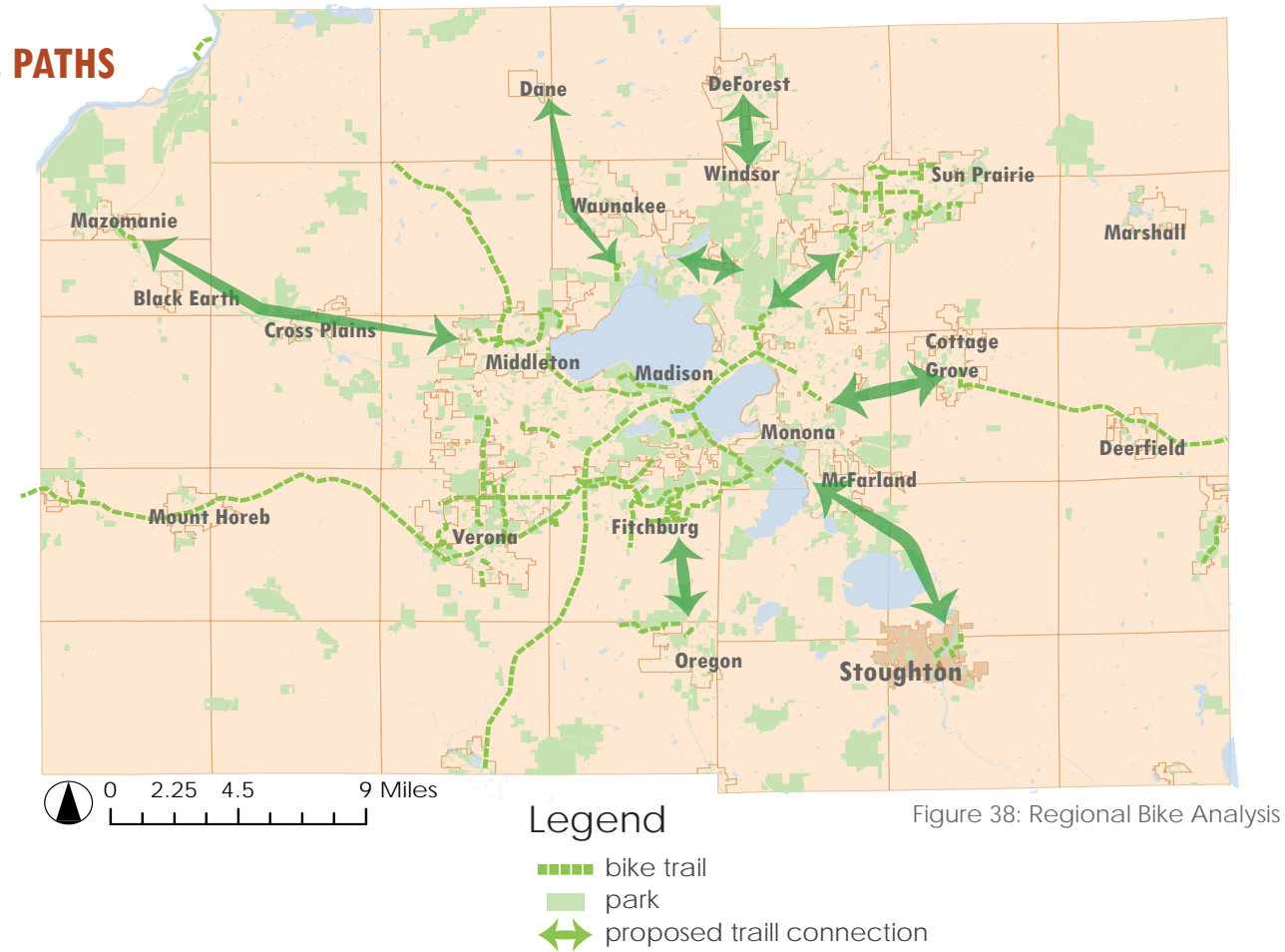


Figure 38: Regional Bike Analysis

Access to bike trails and parks is centralized in the greater Madison area. Many outer lying cities, like Stoughton, have existing trails and open space, but lack regional connections. The diagram proposes bike trails from these cities, further removed from the Madison area, into its center to create a central bike hub.

REGIONAL RAIL

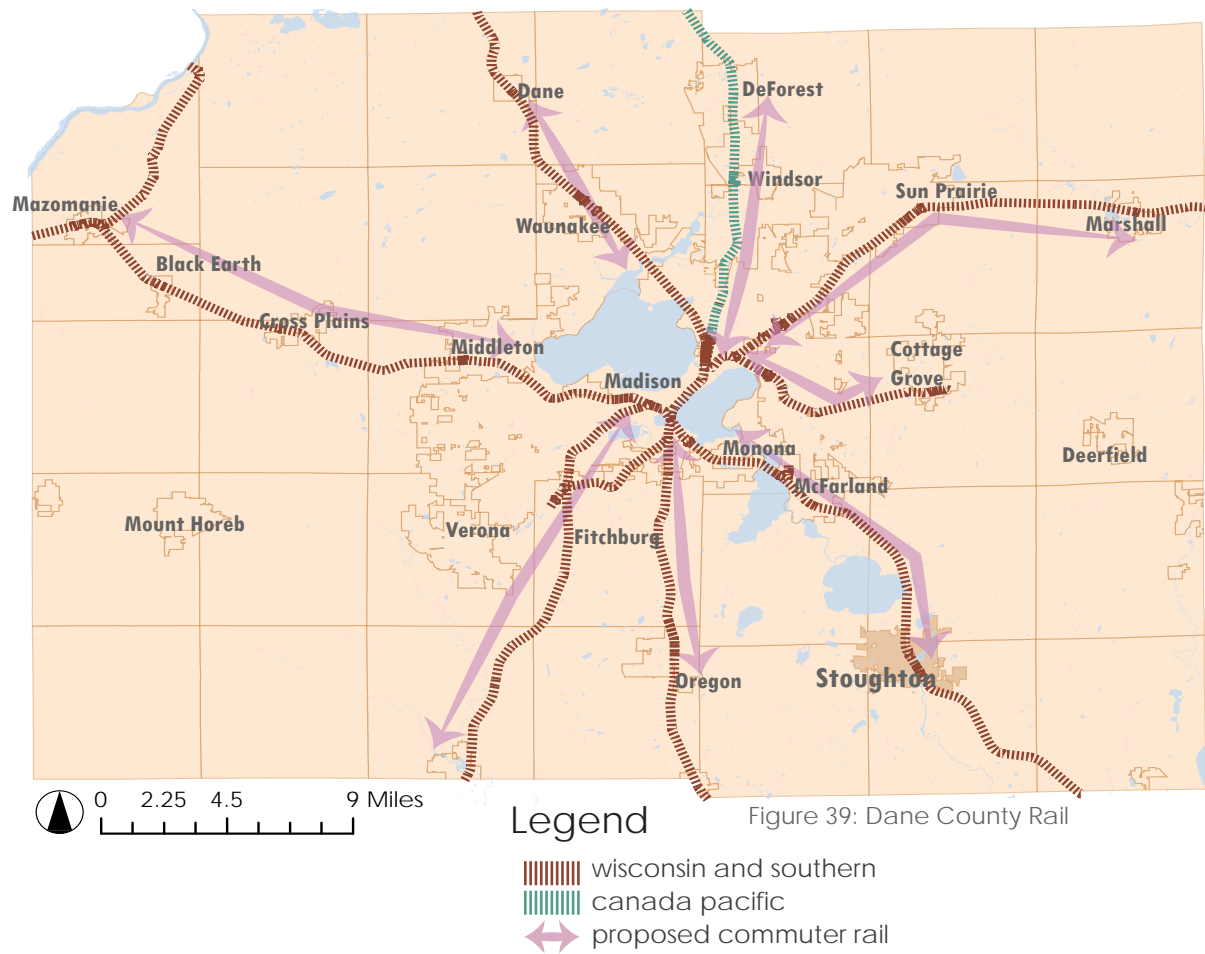


Figure 39: Dane County Rail

There are two train lines operating in Dane County. The primary rail, and the rail which goes directly through the project site, is Wisconsin and Southern Railroad. This rail line carries forest products, fertilizers, and fracking sands through the county, passing through Stoughton daily. The above diagram proposed that cities like Stoughton convert their rail to commuter/passenger rail lines. With Madison as the central hub, a huge commuter network could be started. Additionally, connections beyond the region could be made.



# THE COMMUNITY



Figure 40: Opera House

## STOUGHTON: INTRODUCTION

Founded in 1847, Stoughton is a unique community in the Madison region. Just 15 miles out of the capitol, is the charming City of Stoughton. Stoughton's rich history as a Norwegian community has inspired years of traditions and celebrations. Full of charm, Stoughton prides itself on being the location of the invention of the coffee break. Stoughton is home to regionally a regionally renowned concert venue, the Stoughton Opera House. Stoughton is a center for business and innovation, with many unique start-ups. Many locals are involved in community groups, including a sustainability committee.

## DEMOGRAPHICS

**POPULATION: 13,085**

**MEDIAN HOUSEHOLD INCOME: \$65,878**

**AVERAGE PERSONS PER HOUSEHOLD: 2.46**

**AVERAGE COMMUTE TIME: 25.6MINUTES**



CONTEXT AND HISTORY

Stoughton is a tight knit community in the greater Madiosn region, best know for its annual Norwegain Heritage Festival. Stoughton is home to many well known and up and coming venus, galleryys, and bussinesses.



Figure 4: Regional Context



Figure 5: Site within Stoughton

DEPOT HILL  
PROJECT SITE

COMMUNITY CHARACTER



Figure 41: Syttende Mai 1954 (WI Historical Society)



Figure 42: Syttende Mai Today



Figure 43: Gallery (Grand Inspired)



Figure 40: Opera House



Figure 44: Grand Inspired



Figure 45: FabLab

NORWEGIAN CULTURE AND HISTORY

Norwegian immigrants came to Stoughton to take advantage of farming opportunities. During the peak of Stoughton’s industry, the population was over 80% norwegian. It was women norwegian immigrants who worked in the factories along the rail corridor in Stoughton who first invented the coffee break, as a way to check on the house and kids while working full days. Norwegian culture is celebrated each year during the Syttende Mai Norwegian heritage festival and parade (WI Historical Society, Landmarks Commission).

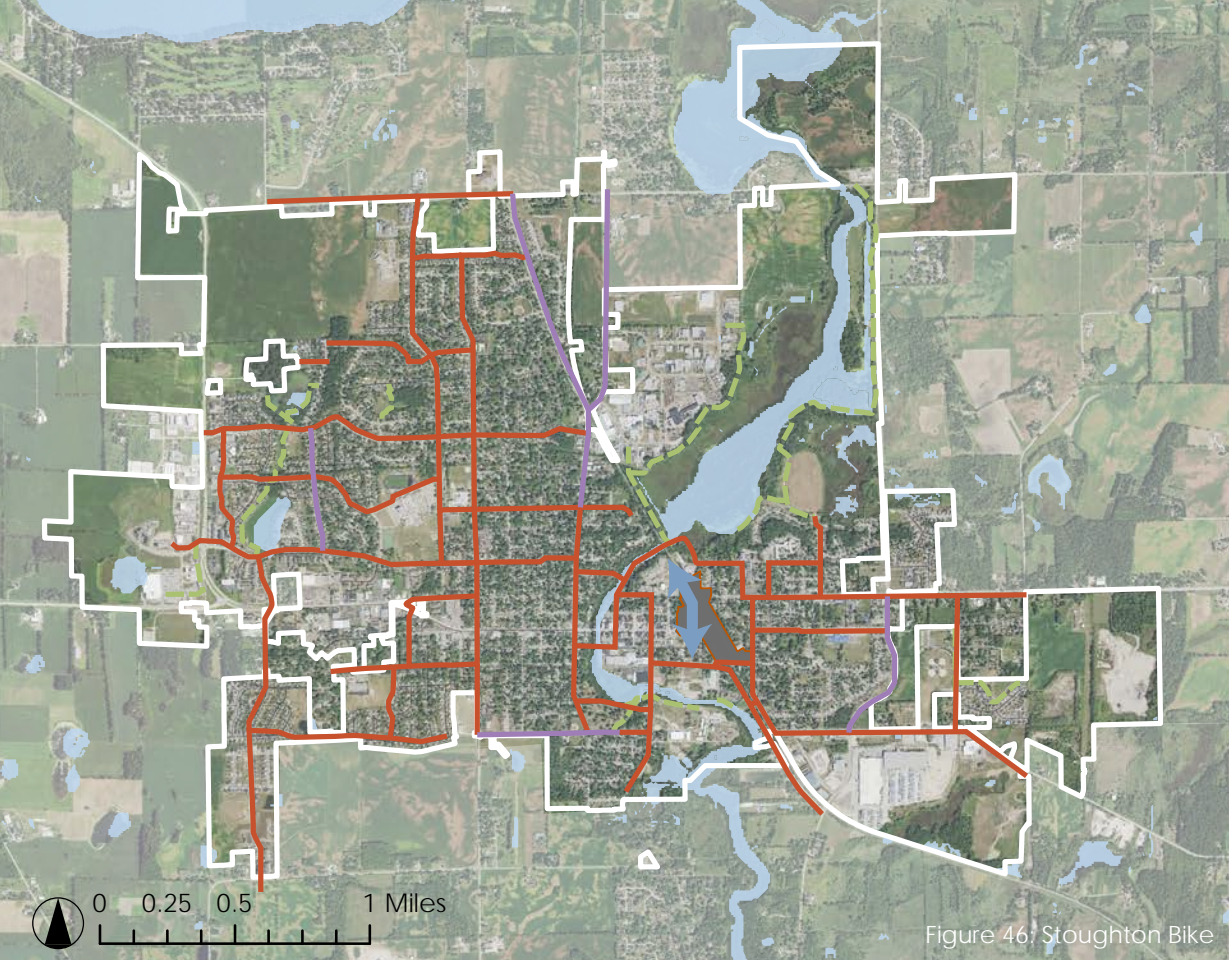
ARTS AND ENTERTAINMENT

Stoughton has a vibrant downtown arts and entertainment district which attracts visitors and new residents to the community. Stoughon’s historic opera house has been a renowned venue throughout history and still today. Other music venues include park concerts during the summer time, adjacent to the project site. Downtown is also home to many art galleries, including two within the project site -- Abel Art Gallery and Grand Inspired.

BUSINESS AND INNOVATION

Stoughton inspires innovation, as many unique start-up companies have been popping up downtown. Additionally, there are multiple maker’s spaces found throughout town. Grand Inspired features woodworking maker’s space, with membership systems available. The FabLab is an engineering/metals/woods studio located in Stoughton High School. Because of the success of the FabLab, community members are looking to create a similar space available at the community level. The name will be the Innovation Center, but the details are still in the works.





## COMMUNITY BIKE PATHS

Stoughton provides residents with many city-designated bike paths, but there is little infrastructure to support bikers and no signage designating the bike paths provided by the city. Bike lanes and trails are extremely limited. The project site will be sensitive to this issue, serving as an important bike trail link from the existing bike path along the Yahara River to the north to the riverfront development area and bike path along the river to the south.

## COMMUNITY COMMUTE METHODS

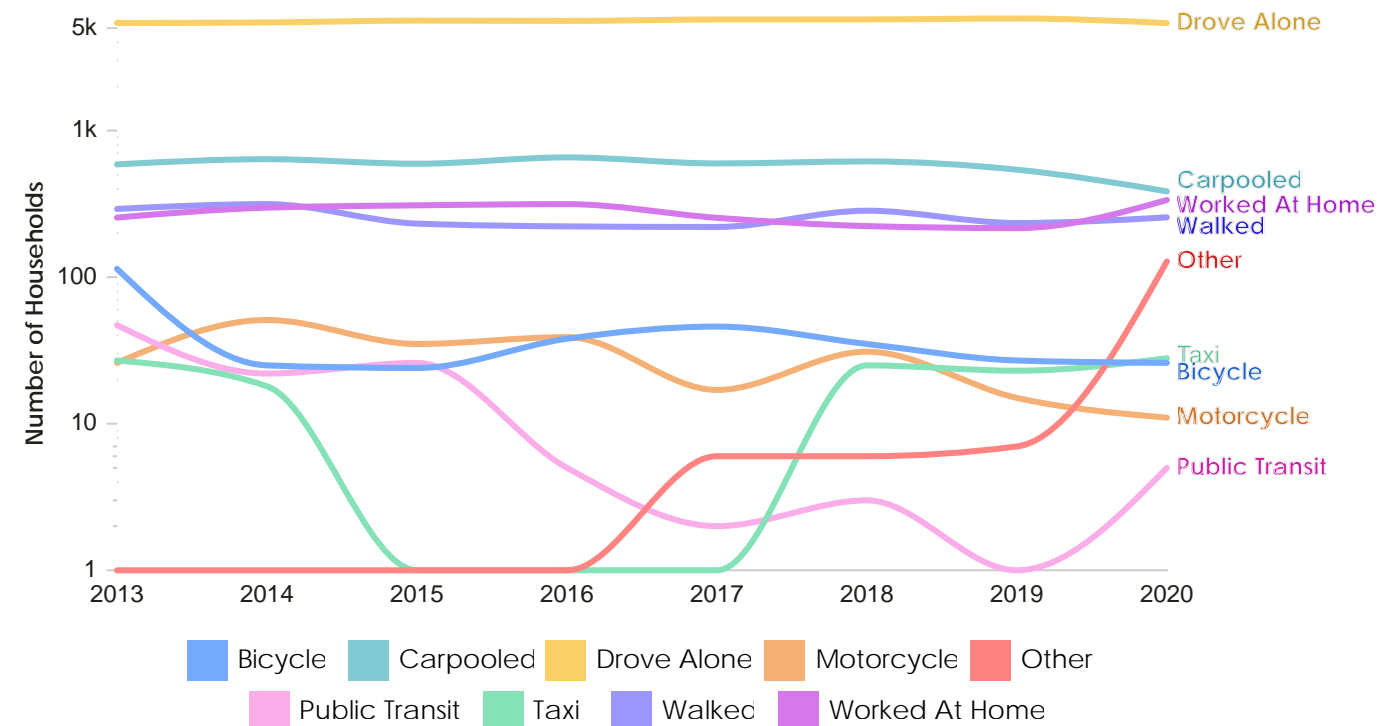


Figure 47: Commute Graph

Due to the lack of bike infrastructure and public transportation options within the community, a very high proportion of people living in the City of Stoughton drive alone to work. The average commute time in Stoughton is above the county average, coming in at 25.6 minutes. Commuter bike trails and rail lines would transform the opportunities for greener commutes, reducing the number of people driving alone to work.



# THE SITE



Figure 48: Train in Stoughton

## DEPOT HILL: INTRODUCTION

Depot Hill distinguished itself from the rest of historic downtown Stoughton with its unique industrial history. Although the site is not an officially designated historic district, it is somewhat recognized locally. Despite its rich history and historical character, blight is a severe issue in the project site, an issue that is centralized in this portion of downtown.

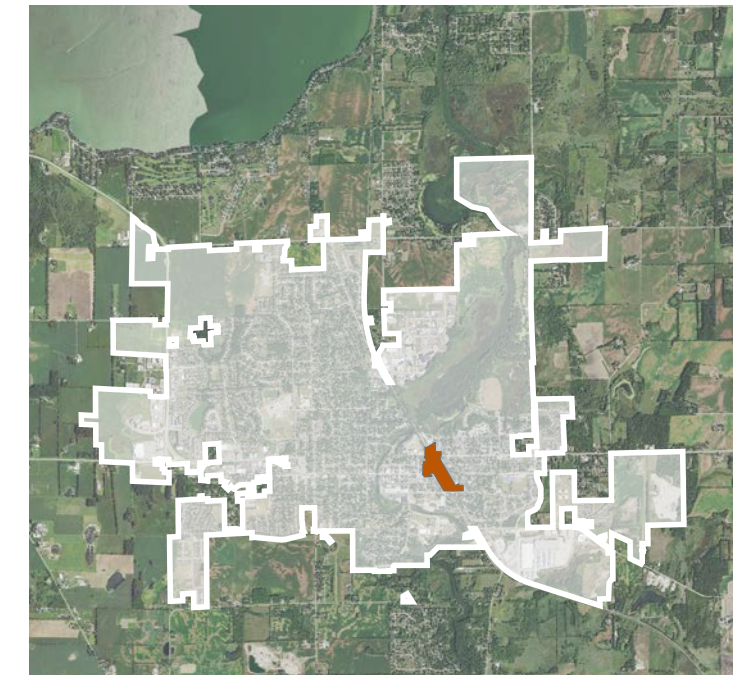


Figure 5: Site within Stoughton



# SITE HISTORY

Stoughton was platted by Luke Stoughton in 1847, including the establishment of Main St.

In 1835, the Milwaukee and Mississippi Railroad arrived in town, turning Stoughton into a regional transportation center. During this time, large numbers of Norwegian immigrants arrive.

During the 1860s, T. G. Mandt began a large wagon making facility, encompassing today’s site. Eventually, it would expand to a total of 15 warehouses during the 1880s.

Similarly, in 1871, Matthew Johnson bought the first tobacco warehouse in town, which would raise to a total number of nine warehouses by 1882. Many of these warehouses are still present today, as can be seen outlined in red on Figure 51.

In 1885, the railroad rerouted its track through Stoughton, prompting the Chicago, Milwaukee and St. Paul Railroad Depot to be built that year. In 1913, the Chicago, Milwaukee, St. Paul and Pacific Railroad Depot. Both structures are present on the site today and are considered local landmarks

Today, the site is an unofficial historic district. Although Depot Hill was reviewed at the same time as the adjacent E. Main Historic District was, it did not receive recognition because it has an industrial history rather than a primarily commercial history. However, the site is part of Stoughton’s downtown Arts and Entertainment District.

(Wisconsin Historical Society)

Figure 51: Sanborn Fire Map (Library of Congress)

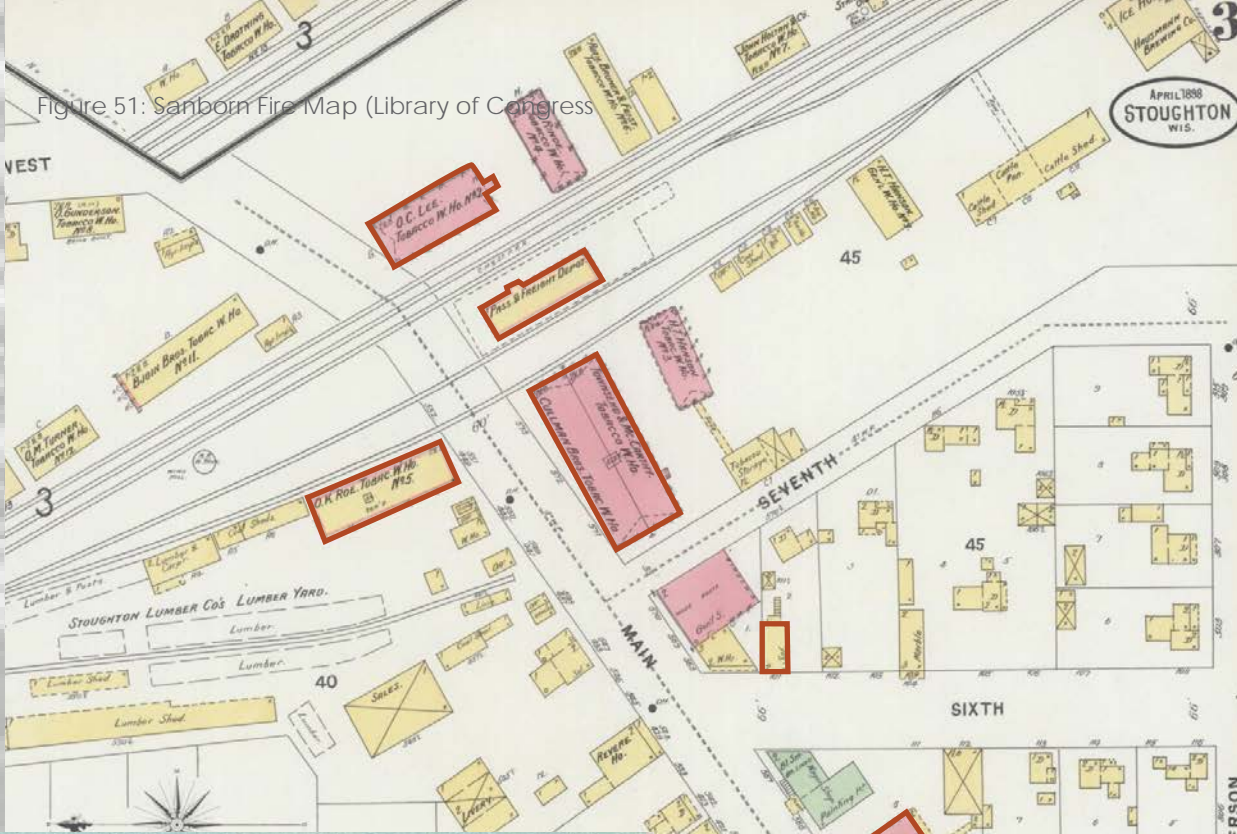


Figure 50: Passenger Rail Depot (WI Historical Society)

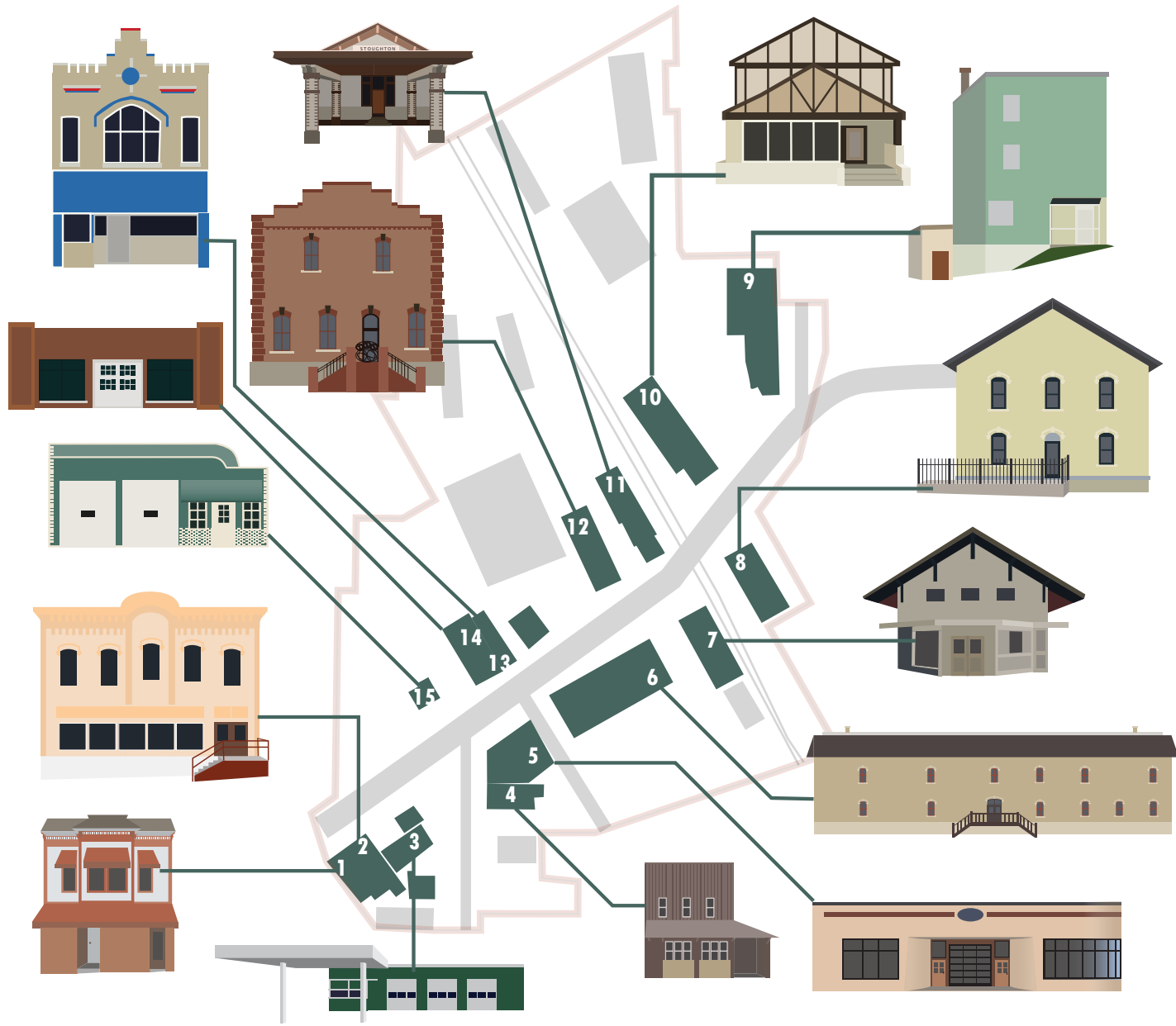


Figure 49: Historic Main Street (WI Historical Society)



HISTORICAL ACHITECTURE ANALYSIS

Figure 52: Historic Architecture Map



1. 419 E. Main St

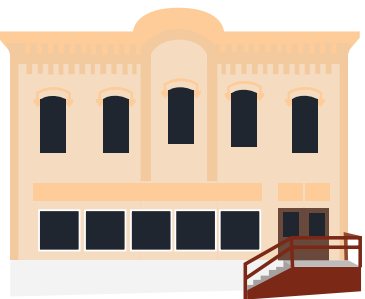
Nestled within the locally recognized Depot Hill Historic District, this coffee shop occupies a prominent building that has played an important role in the local community for over a century. According to the Wisconsin Historical Society, the building was erected sometime between 1887 and 1892, and initially served as a bustling saloon. Despite changing hands over the years, the building continued to operate as a popular watering hole until 1926, when it was repurposed as a store. Beyond its commercial functions, the building has also served as a residential space throughout its rich history. Recently, in 2013, the building was refreshed with new paint and stylish canvas awnings that further enhance its historic charm.



2. 421 E. Main St

421 E. Main St. boasts a rich history as the former Hanson House, a grand hotel that opened its doors to the bustling town in 1891. With twelve rooms on the first level and twenty-seven on the second, the hotel was equipped with a kitchen, bar, and laundry, as well as servant bedrooms in the basement. A year later, the hotel underwent a major upgrade with the addition of two-story wooden porches in both the front and back, and the name was changed to the Grand Hotel in 1893. This iconic landmark perfectly encapsulated the thriving activity of downtown Stoughton during the late 19th and early 20th centuries.

Today, the building stands as a beautiful two-story commercial vernacular structure with Italianate elements. Its distinctive brick exterior features a heavy denticulated and corbelled cornice that breaks into a striking round arch in the center of the building. The rectangular floor plan, flat roof, and post-1926 addition or alteration all contribute to the building's unique character. Currently undergoing renovation, the building's new owner has plans to convert the space into two cozy apartments on the upper level, while creating a stunning commercial space on the first floor



3. 435 E. Main St.

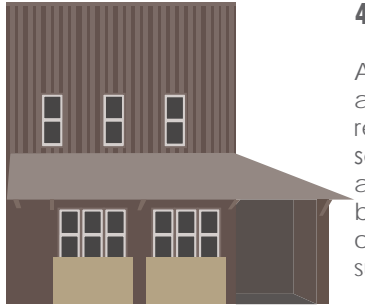
This property is documented at both the Wisconsin Historical Society and the Wisconsin Dept. of Natural Resources' list of brownfield sites. Despite its storied past, the building itself is not included in the locally recognized Depot Hill Historic District. Records indicate that activity on the site dates back to 1884 when a blacksmith and paint shop first set up shop, a presence that lasted well into the 1930s. In 1947, the Robert Van Etten gas station was constructed, which eventually became Peterson's Service.

While this property has great potential for revitalization, it is important to note that a 2005 deed restriction exists due to contaminated soil and groundwater resulting from a leaking underground petroleum tank. Any future plans for the site will require additional testing and possible remediation to address this issue. Furthermore, the property is subject to a continuing obligation to maintain a protective cap over the affected soil. Despite these challenges, this property offers a unique opportunity to invest in the past and secure a brighter future for this valuable piece of local history.



Top to bottom: Figure 53, 419; Figure 54, 421; Figure 55, 435





#### 4. 201 S. Sixth St.

As evidenced by the 1884 Sanborn map, the site once held a towering 35-foot water tower alongside several sheds, as the area lacked public water service at the time. In 1887, a cozy residence had taken root on the property, where it remained a cherished family home until sometime before 1949. While the upper level retained its residential charm, the first floor witnessed a colorful array of commercial activities, ranging from laundry services and saloons to a popular box ball alley, and most recently, a tavern that still thrives today. The same structure has been on the property since the early 1890s, bearing witness to countless changes and evolution in the surrounding community.

#### 5. 501 E. Main St.

Listed in the Wisconsin Historical Society Architecture and History Inventory as the former Doughboy Feeds, this property boasts a rich legacy that spans over a century. According to the Sanborn map of 1884, the site initially served as a bustling hub for grocery and dry goods stores, offering an essential lifeline to local residents. As the years went by, the site evolved to accommodate the shifting needs of the community, eventually transforming into a cutting-edge auto service center in the mid-1920s. Notably, the site also had a residential component until the mid-1900s, underscoring its vital role in shaping the community's social fabric.

In recent years, the property had a successful stint as the headquarters of Honey Wagon Services, a pioneering septic tank cleaning and installation service. With a striking modern architectural style, this property stands as a testament to the enduring spirit of innovation and community that defines Stoughton.



#### 6. 515 E. Main St.

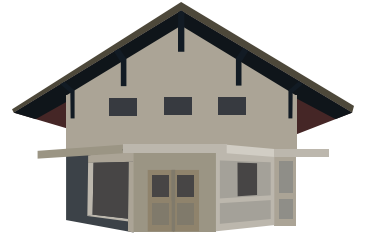
Built in 1885, this property is not only a contributing property to the Depot Hill Historic District but also an important local landmark, being one of only three remaining tobacco warehouses out of the original 15 in the area. Its significance is further highlighted by its inclusion in the Wisconsin Historical Society Architecture and History Inventory. The structure occupies a large parcel of land that stretches over 1,000 feet southeast along the railroad tracks to South St. The site has been put to various uses over the years, including up to six tobacco warehouses, grain and lime warehouses, coal storage, an icehouse, a brewery (Hausmann Brewing Co.), a grist mill, horse stables, and auto garages. Presently, the warehouse has been meticulously converted into an exquisite venue, while the rest of the site remains vacant.



Top to bottom: Figure 56, 201; Figure 57, 501; Figure 58; 515

#### 7. 529 E Main St.

This property is a gem of the Depot Hill Historic District and a designated local landmark, owing to its fascinating history as a former train depot. Since its construction in 1861, this building has played a crucial role in the local economy, serving as the primary arrival point for the materials that powered the community for over 75 years. Despite its historical significance, the building currently appears to be underutilized and in need of some upkeep. Nevertheless, its unique character and architectural features make it a true treasure of the area.



#### 8. 567 E. Main St.

This property is an important contributor to the Depot Hill Historic District and is recognized by the Wisconsin Historical Society Architecture and History Inventory. Its history dates back to the late 1800s when it was originally built as a tobacco warehouse, replacing a previous wood frame passenger railroad depot on the site. Although slightly simpler in design compared to its neighboring structures, the building's use of keystones and corbelling in the window lintels adds visual interest and charm. It served as a tobacco warehouse until the 1950s, and today is owned by Stoughton Trailers and leased to the City of Stoughton as the Area Youth Center. The building's position also defines the boundary between the warehouse district and the residential neighborhood to the east.



#### 9. 578 E. Main St.

This property is a noteworthy addition to the Wisconsin Historical Society Architecture and History Inventory, although it has not achieved local landmark status. Its historical significance can be traced back to the 1898 Sanborn map, which illustrates a tobacco warehouse and a dwelling on this corner. The 1949 Sanborn map still shows the property being used as a tobacco warehouse. In subsequent years, it was repurposed as offices for Stoughton Lumber, and it now appears to be utilized for storage. It is unclear whether the current structure is the same as the one originally constructed on the site, and additional research may be necessary to determine its true historical origins.



Top to bottom: Figure 59, 529; Figure 60, 567; Figure 61; 578



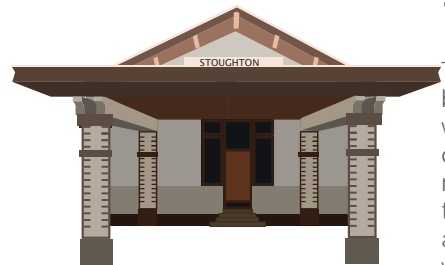


### 10. 556 E. Main St.

This 2.5 acre parcel, listed in the WHS Architecture and History Inventory, has a rich history of industrial use dating back to the construction of the railroad. While not currently part of any historic district or designated as a local landmark, the site has been a significant player in Stoughton’s economic development. Since 1904, a large lumber storage structure has stood at the center of the property, though much of it has since been demolished and the remaining portion enclosed by a concrete block wall. A spur from the main rail line once ran through the building and tracks can still be seen on aerial images of the site, running towards the condensed milk plant where IKI Manufacturing currently operates. The site was also integral to the tobacco industry, hosting three tobacco warehouses throughout its history. Coal storage was another major use of the rear of the site, with railroad tracks cutting across it to serve that purpose. Though Stoughton Lumber owned the property for over 100 years until the early 2000s, it currently appears to be used for storage purposes.

### 13. 532 E. Main St.

This property boasts a rich history of various uses, ranging from a storage facility to a saloon, warehouse, concrete block factory, and more. Although currently serving as a bar, its storied past is still evident in its unique architectural style, featuring early gothic revival ornamentation. This property is listed in the Wisconsin Historical Society Architecture and History Inventory and also contributes to the Depot Hill Historic District, further solidifying its significance. Originally constructed in 1902 as the Pabst Brewing Co., this building stands out from the transportation and industrial-related structures in the area.



### 11. 532 E. Main St.

This property not only contributes to the Depot Hill historic District and is listed in the WHS records, but it also holds significant historical value as a locally recognized landmark. The elegant structure was originally constructed in 1913 as a passenger depot for the Chicago Milwaukee Saint Paul and Pacific Railroad, while a separate freight depot stood across Main Street. This newer depot marked the third such facility in Stoughton at the time, and was a testament to the vital role the railroad played in the town’s growth and prosperity. Stoughton’s success in the late 19th and early 20th centuries was largely due to its status as a hub of transportation and commerce, with the rail line providing crucial links to neighboring communities and enabling the growth of local agriculture and industry. As such, this depot is a testament to Stoughton’s rich history and enduring legacy as a vital center of economic and cultural activity.

### 14. 500 E. Main St.

Built in 1916 as an automobile top factory, this versatile structure has had several incarnations, including serving as a marble shop, a planing mill, and most notably, a Buick car showroom. Despite not being designated as a local landmark, it is listed in the Wisconsin Historical Society Architecture and History Inventory. Its history of adapting to changing needs reflects the adaptive spirit of the community it serves.

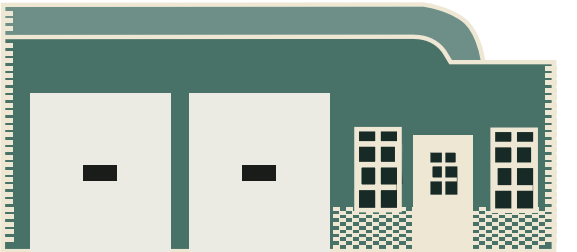


### 12. 524 E. Main St.

This exquisite property has earned its spot in the esteemed Wisconsin Historical Society Architecture and History Inventory. Erected in 1891, it is the most lavishly adorned of the three remaining tobacco warehouses in the vicinity. Unlike the other two warehouses, which feature unadorned gable roofs, this warehouse boasts a magnificent stepped parapet that conceals the roofline. Recently restored to its former glory, the building now houses the prestigious Able Art Gallery.

### 15. 480 E. Main St.

This property boasts a rich history with a diverse range of uses throughout the years, including a shop, restaurant, auto top factory, hotel, livery, pump shop, dwelling, laundry, store, bowling alley, and restaurant, as well as its original purpose as a gas station and auto service shop. As a valued contributor to the Depot Hill Historic District, this property is listed in the prestigious Wisconsin Historical Society Architecture and History Inventory. The building itself was constructed in 1939, with its site holding great historical significance due to its previous use as the location of the iconic Revere Hotel.



Top to bottom: Figure 62, 556; Figure 63, 532; Figure 64, 524

Top to bottom: Figure 65, 532; Figure 66, 500; Figure 67, 480

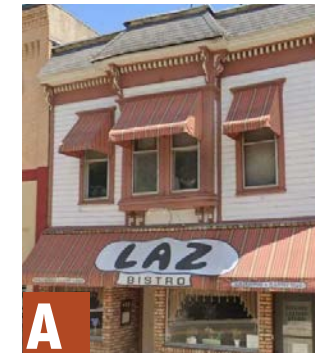


Figure 68: Existing Infrastructure



## EXISTING INFRASTRUCTURE

Highlighted in red on Figure 68, it is evident there are a lot of vacant structures on the site. There is a great range of thriving businesses on the site. Two art studios on the site include Abel Contemporary Art Gallery and Gran Inspired, both a gallery and makerspace. There are two bars on the site, one which was recently purchased and will be opening soon. The site features some commercial uses, such as a car lot and Stoughton Tailer's headquarters. There are also two community buildings on the site. The chamber of commerce is located on the site of a historic train depot. The Stoughton Youth center is also located on site, also in a historic depot building along the rail corridor.



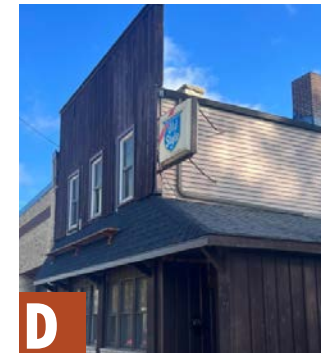
**A**  
LAZ BISTRO, COFFEE SHOP



**B**  
MELTON MOTORS, CAR LOT



**C**  
GRAND INSPIRED, GALLERY



**D**  
SALOON (OPENING SOON)



**E**  
LAGERET, VENUE



**F**  
AREA YOUTH CENTER



**G**  
VIKING WAREHOUSE & STORAGE



**H**  
CHAMBER OF COMMERCE



**I**  
ABEL CONTEMPORARY GALLERY



**J**  
WHATEVER BAR



**K**  
MELTON MOTORS, GARAGE



**L**  
STOUGHTON TRAILERS

A through L: Figure 69, Laz; Figure 70, Melton; Figure 71, Grand Inspired; Figure 72, Saloon; Figure 73, Lageret; Figure 74, Youth Center; Figure 75, Warehouse; Figure 76, Chamber of Commerce; Figure 77, Abel; Figure 78, Whatever Bar; Figure 79, Melton Garage; Figure 80, Stoughton Trailers



SOILS

The soils present on the site are limited in terms of commercial development. As a former industrial area with predominant commercial uses, coil contamination will be an issue. The soil quality in combination with the steep slopes on the eastern and western edges of the site limit development opportunities further.

**DrD2: DRESDEN LOAM**  
12-20% slopes  
**VERY LIMITED** for commercial development

**TrB: TROXEL SILT LOAM**  
0-3% slopes

**SOMEWHAT LIMITED** for commercial development

**DrE2: DRESDEN LOAM**  
20 to 30% slopes  
**VERY LIMITED** for commercial development

SOIL SUITABILITY FOR  
COMMERCIAL DEVELOPMENT

limited

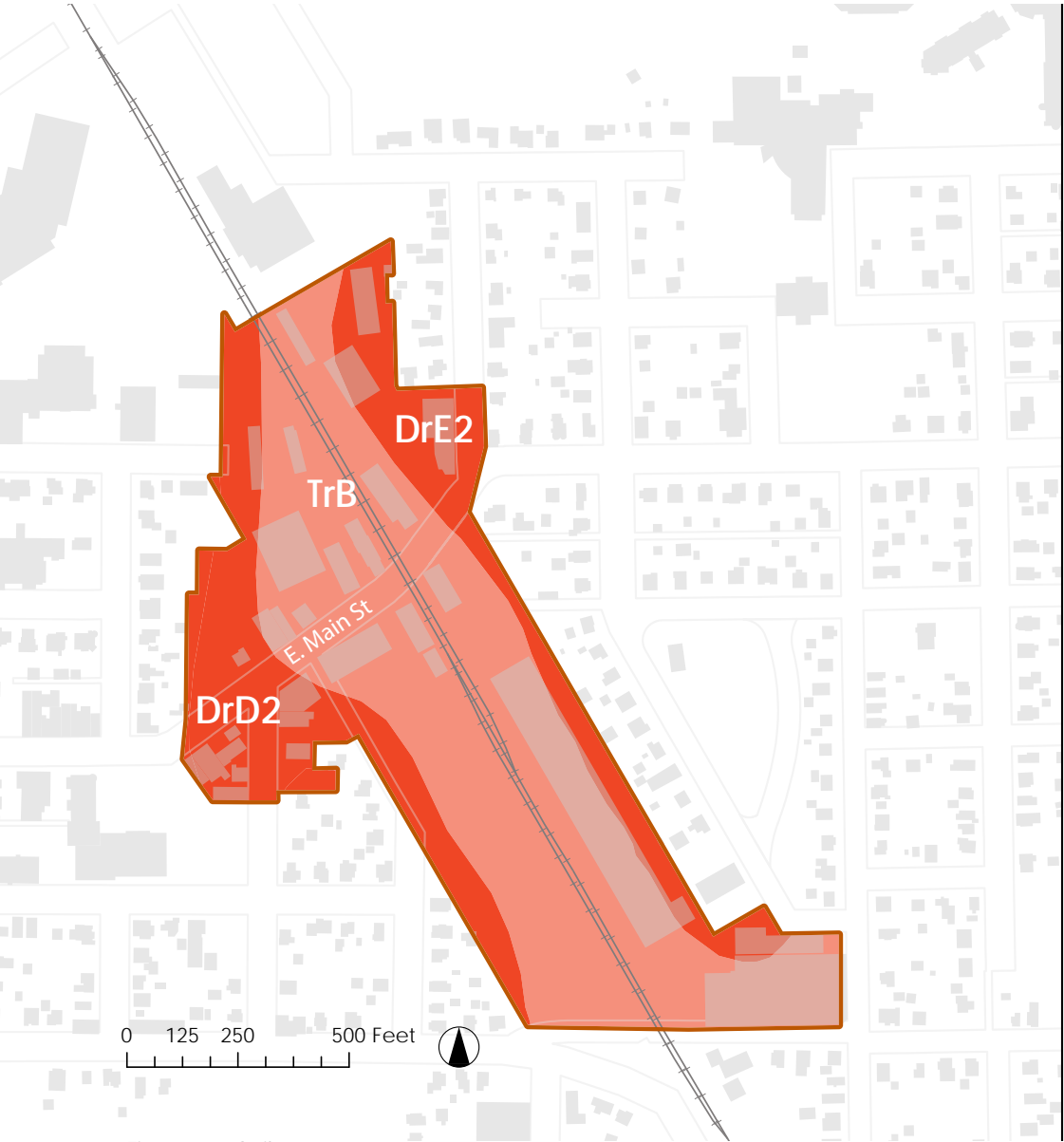


Figure 81: Soils

TOPOGRAPHY

The diagram highlights the high points of the site, on the eastern and western edges. Depressions in the north half of the site will need to be considered for drainage purposes. With the low point in the south of the site, the water will overall flow south, as the incline on the eastern and western edges direct water to the low points. Slope stabilization plantings will be needed on the eastern and western edges to combat erosion.

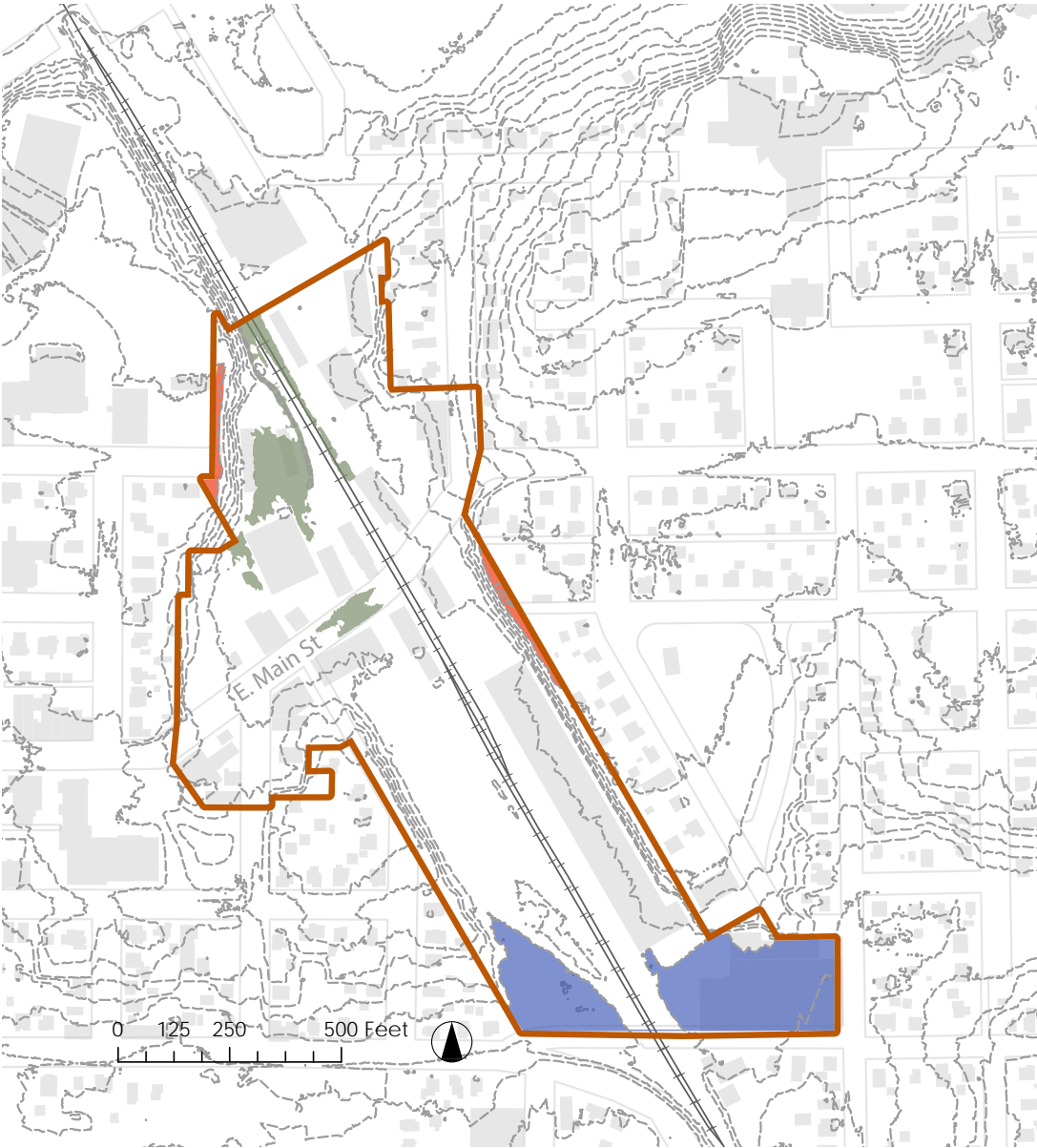


Figure 82: Topography

CONTOUR INTERVAL: 5'

- high point
- low point
- depression



OPPORTUNITIES

The site has a unique historical character that provide opportunities to play into this history utilizing placemaking methods. There are restaurants and galleries present on the site, which contribute to the downtown’s arts and entertainment district and add interest to the area. Although there are a lot of vacancies, this provides a sustainable option to infill and reuse these spaces, many of which are historic.



HISTORIC CHARACTER



Figure 83: Tracks

RE-USE AND INFILL WITHIN HISTORIC STRUCTURES



Figure 71: Grand Inspired

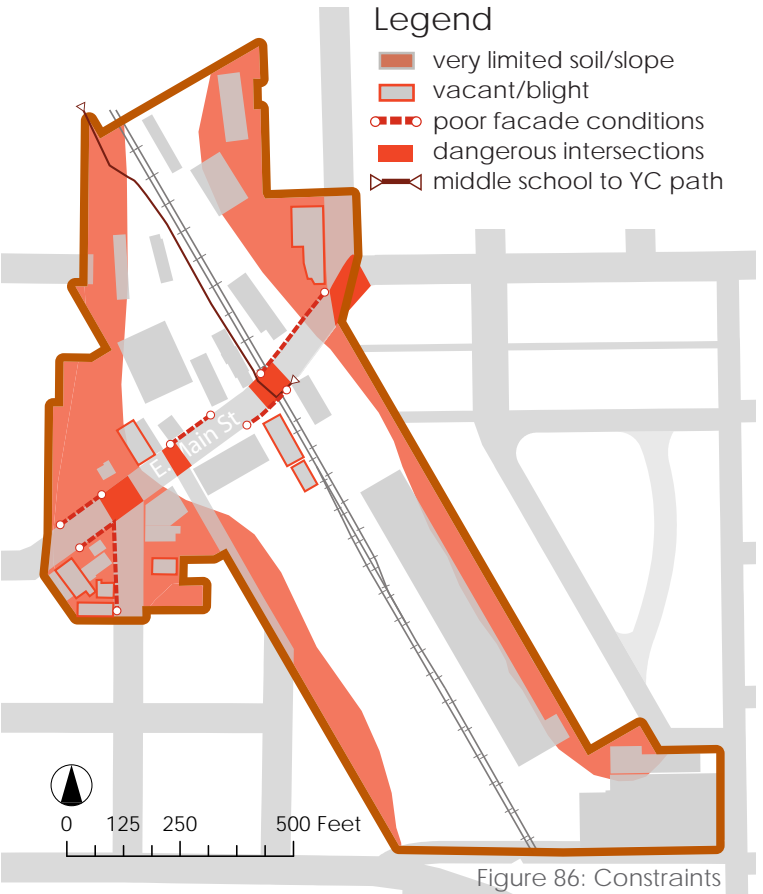
CONTRIBUTING BUSINESSES TO THE ARTS AND ENTERTAINMENT DISTRICT



Figure 84: Historic Hotel

CONSTRAINTS

A key constraint of the site are the streetscape and facade conditions, as much of the sidewalk faces parking lots. Blighted properties add to these poor conditions negatively impact the thriving businesses nearby. The streetscape and rail corridor also pose safety threats. There is currently no safe infrastructure along the street or rail, including very few marked crosswalks. Additionally, the site is used as a path from the youth center to the middle school via the unprotected rail corridor.



POOR FACADE CONDITIONS ALONG STREETScape



Figure 87: Poor conditions

DANGEROUS INTERSECTIONS AND A LACK OF SAFETY



Figure 88: Safety

PROPERTY BLIGHT AND VACANCIES



Figure 89: Blight



Figure 90: Opportunities and Constraints



## DEPOT HILL ANALYSIS: SUMMARY

The infrastructure on the Depot Hill project has been broken down into three categories: preserve and enhance, improve conditions and reuse, or remove. The buildings proposed to be removed have little historic character or value. Many of the buildings to be removed like in the ideal development zone, located centrally through the site.

The streetscapes all require improvement, however, E Main St. has been identified as needing major improvements, as conditions along the downtown corridor are most important. Additionally, E. Main St poses the most safety concerns due to high volumes of traffic, requiring traffic calming methods.





# SPATIAL RELATIONSHIP STUDIES



Figure 91: Sunset in Stoughton



01

DEPOT  
ALLEY



Figure 92: Alley

02

RAILYARD  
PARK



Figure 93: Park Planting



# DEPOT ALLEY

## LEGEND

- primary street
- secondary street
- new use
- mixed-use build
- preserve & enhance
- public/business plaza
- park space
- parking lot
- street mural
- parklet
- signage
- youth center trail
- bike trail
- future development

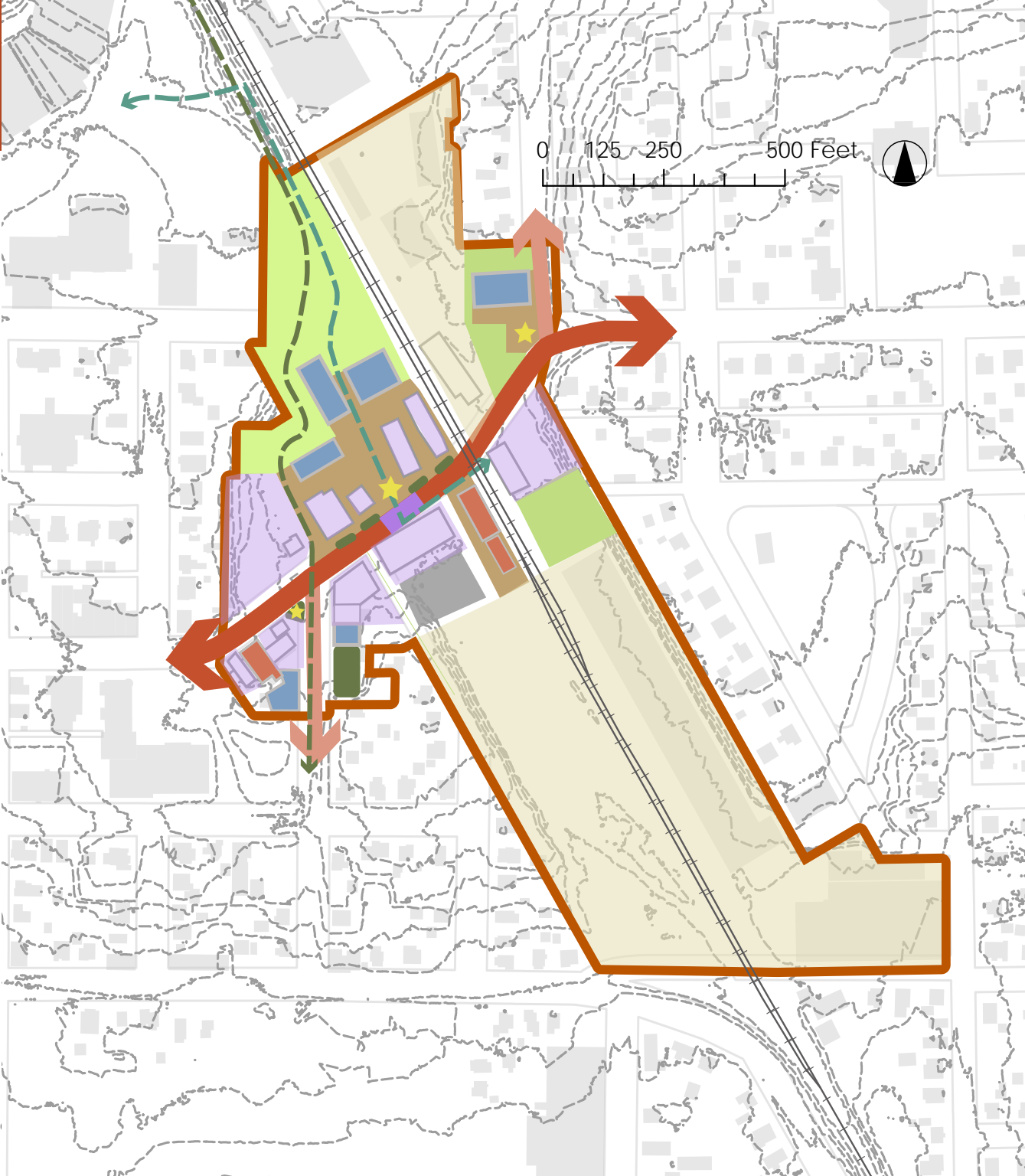


Figure 94: Depot Alley

# DEPOT ALLEY

The first concept uses a lighter approach to development while still creating a new, unique space within the site. The rear and under used portion of parcels containing historic structures have been repurposed with mixed-used development. The space between the existing buildings and the new development will become a Depot Alley, a plaza providing open space for businesses and the public.

Depot alley will utilize characteristics of the site after the 1920’s, as cars take over the community and shift development. This will tie in the historic Melton Motor’s location to the site without taking away from the character of the area, as it will primarily be an art’s district. Pushing new mixed-use development off the street will provide a safer pedestrian walking corridor, enhancing the pedestrian experience through the entire downtown corridor. The space will be filled with seating and dining opportunities, in addition to public art and commercial opportunities tailored to the arts and entertainment district.

In addition to the off-street development, the street itself will provide space for streetside parklets, outdoor seating/dining/retail spaces created in parking spots utilized by businesses to extend their storefronts into the street and bring in more customers. The alleyway will be marked by streetscape mutual which will slow traffic and designate the space as the local arts and entertainment district.



Figure 95: Parklet View (Richmond)



Figure 96: Mural Example



Figure 92: Alley



Figure 97: Playscape



Figure 98: Alley Sign



Figure 99: Pocket Park



# RAILYARD PARK

## LEGEND

- primary street
- secondary street
- new use
- mixed-use build
- preserve & enhance
- public/business plaza
- park space
- parking lot
- street mural
- parklet
- signage
- youth center trail
- bike trail
- secondary paths
- playground
- picnic space
- historic marker
- stormwater planting

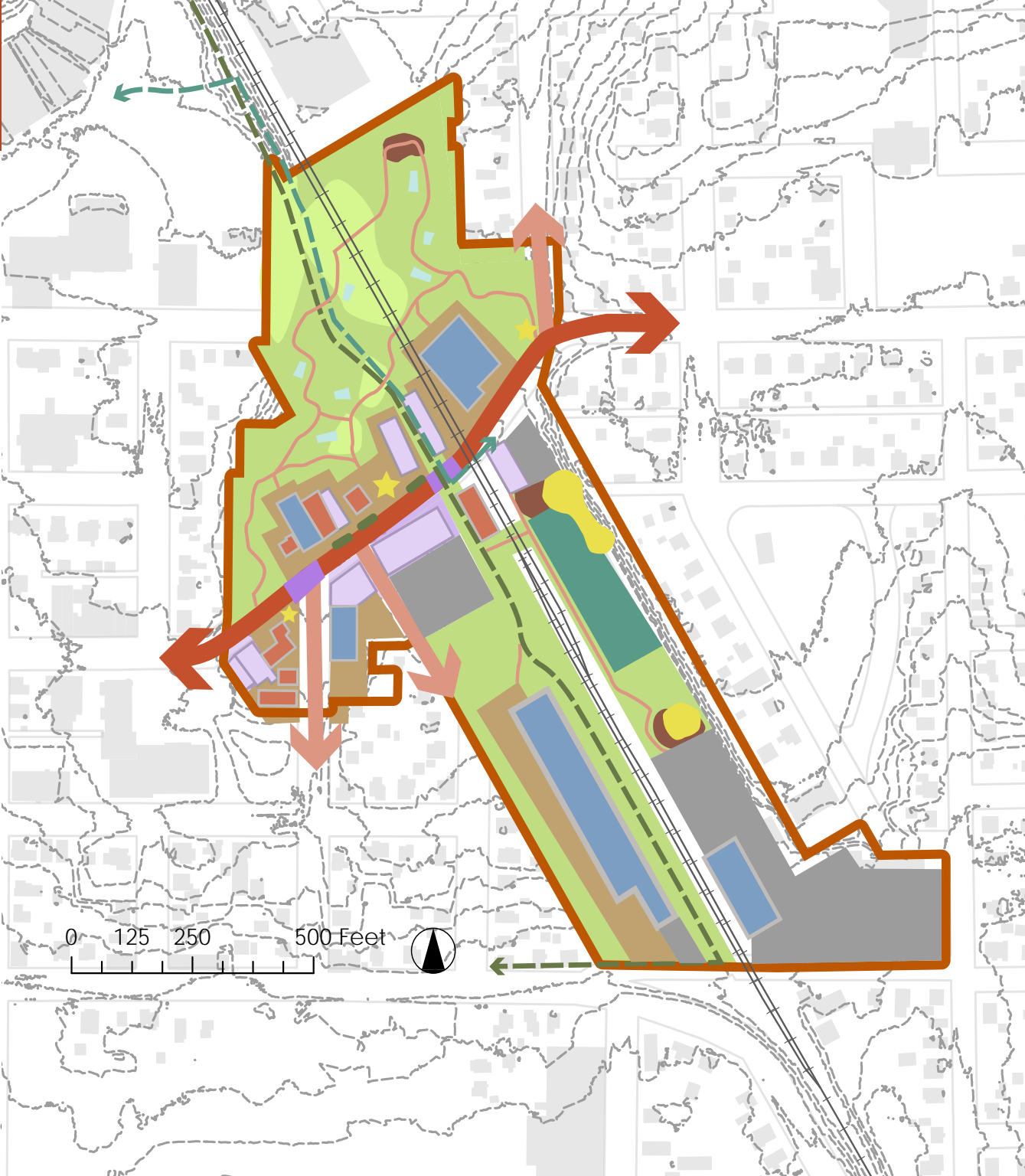


Figure 100: Railyard Park

# RAILYARD PARK

The second concept focuses on relating to the site’s industrial history as a railyard, showcasing relics of the past and historic information in a new park. New uses are proposed in existing historic buildings from the railyard time period, and gaps are filled with proposed mixed-use developments which fit the historical character. Parklets and shared business/public spaces tie together the concept.

Rail Yard Park will serve to ecologically restore unused open space on the site while providing new pedestrian trails. The park will tell the story of the site’s history from the 1880’s to the 1920’s, utilizing public art, signage, and historic artifacts. The planting design of the park will aim to stabilize the steep slope, capture the site’s stormwater, and mitigate the pollutants and soil contaminants from former industry. The park will serve as a safe path from River Bluff Middle School to the Stoughton Youth Center. Additionally, it will provide the landscape for a Bike connection from the new riverfront development housing project and the Coopers Causeway.

Development will be focused on adding new uses to the existing historic buildings and utilizing infill strategies to increase the number of storefronts along E. Main Street to increase foot traffic through the entire downtown corridor.



Figure 101: Storytelling



Figure 102: Proposed Depot



Figure 103: Industrial Style Housing





# CONCEPT COMPARISON

## HISTORIC DESIGN GUIDES: RAILYARD PARK

The design for Railyard Park will reference the 1880's to the 1920's, when Stoughton's economy thrived and the site functioned as the hub of industry and export. The new development and streetscape features will follow the design of the warehouses, factories, and transit hubs that were part of this thriving economic center.

## COMMERCIAL VERNACULAR

This style of nineteenth to early twentieth century commercial architecture is generalist, having some elements of other styles but not enough to be included in a more ornate category. Buildings will typically have some elements of Italianate, Queen Anne, or Romanesque styles, such as decorative cornices or arched window openings.

- Spans most eras
- Generalist
- Ornate Features

LAZ BISTRO



Figure 69: Laz

ABEL ART GALLERY

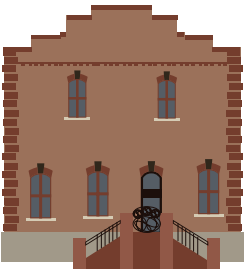


Figure 64: 524

## ITALIANATE

- Arched/ornate windows
- Decorative brickwork
- 1840-1900

STOUGHTON YOUTH CENTER



Figure 60: 567

STOUGHTON CHAMBER OF COMMERCE



Figure 76: Chamber of Commerce

THE LAGERET



Figure 58: 515

## HISTORIC DESIGN GUIDES: DEPOT ALLEY

Guidelines for development in this concept will center around the styles of buildings built between 1920 and 1950, the time period when the automobile shaped development and shifted industry away from the site.

## ART MODERNE

- Curved window glass wrapping around corners
- Stainless steel window and door trim
- Glass modern storefronts
- Simple geometric shapes
- Sleek surfaces
- Horizontal lines
- Flat roofs
- One-story buildings

GRAND INSPIRED



Figure 71: Grand Inspired



Figure 57: 501

MELTON MOTORS



Figure 70: Melton



Figure 55: 435

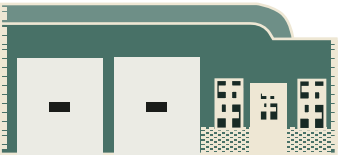


Figure 67: 480



# LAND USE COMPARISON

The following diagrams compare the percentages of land use categories from the existing site to the two conceptual spatial relationship studies. The existing site has no public open space beyond the sidewalk lining the street. The two concepts have a large increase in public space, especially as both plans feature flexible space around businesses to function for the business as well as for public use. The Railway Park has the largest increase in public space, with over half the site converted to public space. Through the use of pervious paving and increased green space, both concepts reduced the amount of impervious surfaces, so that less stromwater will be running off of the site.

EXISTING CONDITONS



Figure 6: Site Context

DEPOT ALLEY

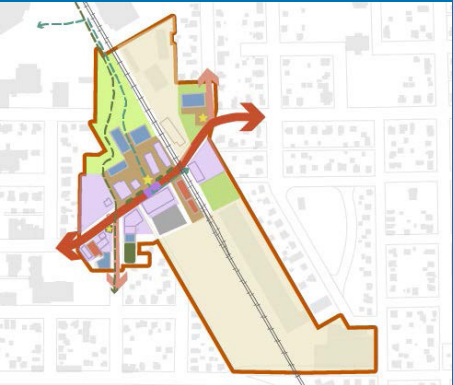


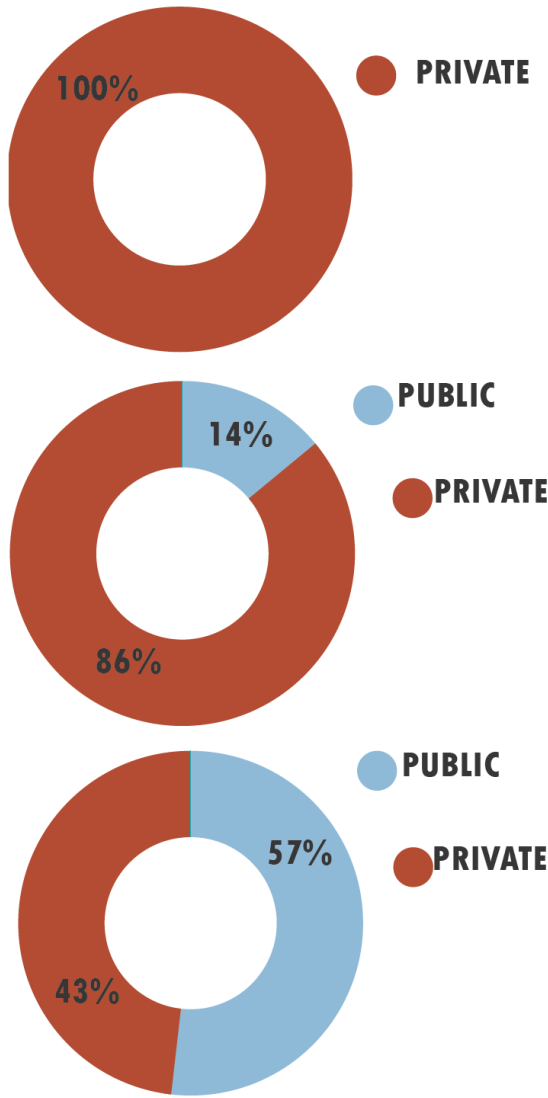
Figure 94: Depot Alley

RAILYARD PARK

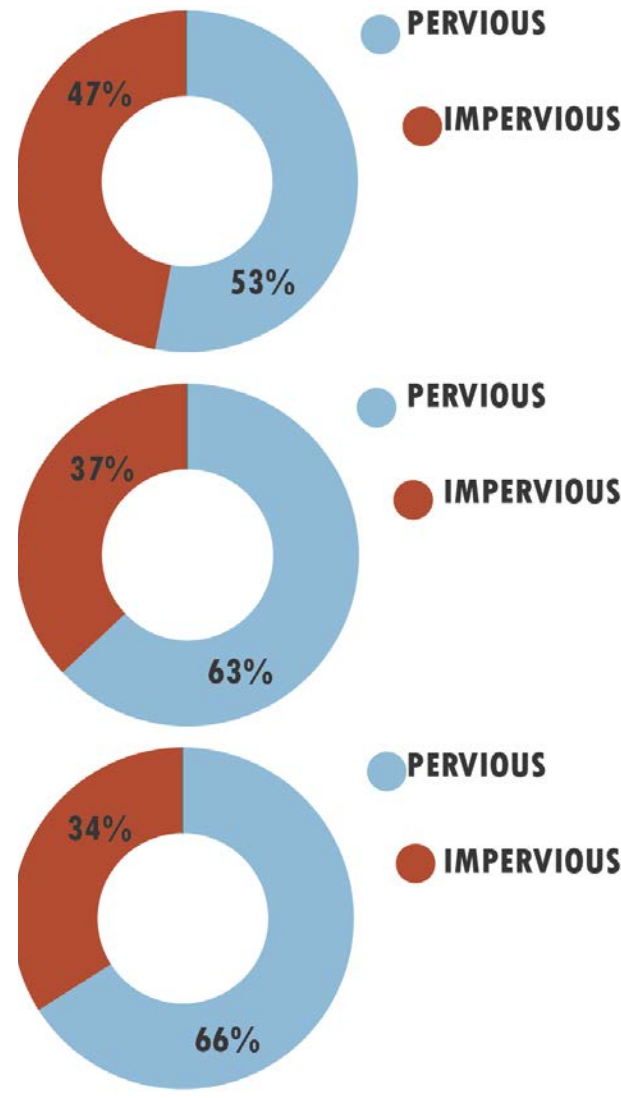


Figure 100: Railyard Park

## PRIVATE VS PUBLIC OPEN SPACE



## PERVIOUS VS IMPERVIOUS SURFACES







# PART 2

Figure 104: Winter

## DESIGN SOLUTIONS

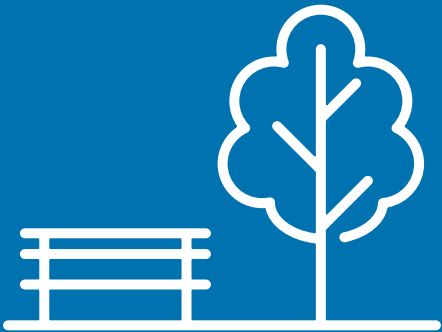


# FRAMEWORK PLAN

MIXED-USE DEVELOPMENT



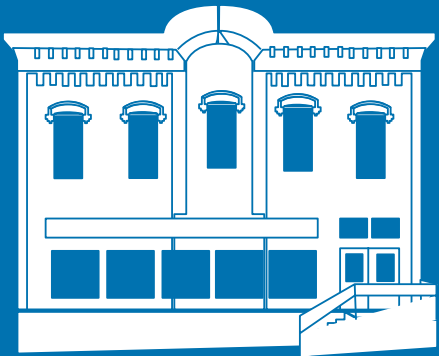
PUBLIC SPACE



CONNECTIVITY



CULTURE AND HISTORY



## OVERVIEW

The Depot Hill Framework Plan was guided by inventory and analysis, smart growth practices, sustainability, and cultural and historic preservation strategies. The goals of the project are to highlight the unique culture and history of the site, provide new mixed use spaces to support growth, improve local and regional connectivity, and to overall increase public spaces on the site. Based on my reasarch, I will be utilizing historic and cultural preservation strategies promote historic and cultural tourism, connect new development to historical site uses, and create mixed use spaces which support the existing character.



# DEPOT HILL FRAMEWORK PLAN

## HISTORIC & CULTURAL PRESERVATION STRATEGIES

MAIN STREET ENHANCEMENT

CULTURAL DESIGN ELEMENTS

USE OF HISTORIC DESIGN GUIDES

CONNECTING NEW  
DEVELOPMENT TO PAST USES

CELEBRATE SITE'S HISTORY



Figure 105: Depot Hill Framework Plan

### LEGEND

- 1 Bike Trail
- 2 Youth Center Trail
- 3 Prairie
- 4 Railyard Park
- 5 Green Roof
- 6 Hotel and Grocer
- 7 Artists Alley
- 8 Bunad Plaza
- 9 Streetscape Mural
- 10 Sixth Street Dining Strip
- 11 Event Space
- 12 Youth Center Play Area
- 13 Pedestrian Bridge
- 14 Train Station
- 15 Mixed-Use Development

### FRAMEWORK PLAN DESIGN AND RATIONALES

By highlighting the unique history of Depot Hill, the project site is transformed into a vibrant part of Stoughton's historic downtown area. Many of the existing structures have been preserved, while the new infill provides opportunities for new dining options, maker's space, retail, housing, and more. Along with a complete streetscape redesign, the additional storefronts along E. Main Street strengthen the corridor and promote foot traffic through the entirety of downtown. This Main Street approach is a strategy of historic and cultural preservation that looks at historic downtown planning methods as inspiration for new streetscape design. The street is also much more narrow, with colorful cross walks and a streetscape mural to reduce traffic speed.

A 0.6 bike trail connects the existing Cooper's Causeway to the future riverfront development project to the south of the project site. From River Bluff Middle School, an additional trail provides a safe walking route to the Stoughton Area Youth Center, a much safer alternative to cutting through the rail corridor.



### FRAMEWORK SYSTEMS

The framework plan removes a total of 16 buildings from the site. These decisions were based on historic architectural analysis and current use/condition. The proposed structures along E. Main Street fill in gaps creating a more cohesive storefront appearance, in line with standard historic Main Street design.

Existing parking consists of parallel parking spots along E Main Street. This design widens sidewalks to create angled parking and parallel parking spots, protected by a curb. Existing parking lots and service areas are enhanced, and new parking is proposed behind the hotel and grocer, adjacent to a new train station, and in a three story parking structure.

The existing canopy cover on the site is focused on the steep, exterior edges of the site. The central area of the site, surrounding the rail corridor, is greatly exposed. Especially in areas where new hardscape is proposed, additional tree canopy is needed. The new trees lining the streetscape will reduce reflected heat while calming traffic along busy E. Main Street.

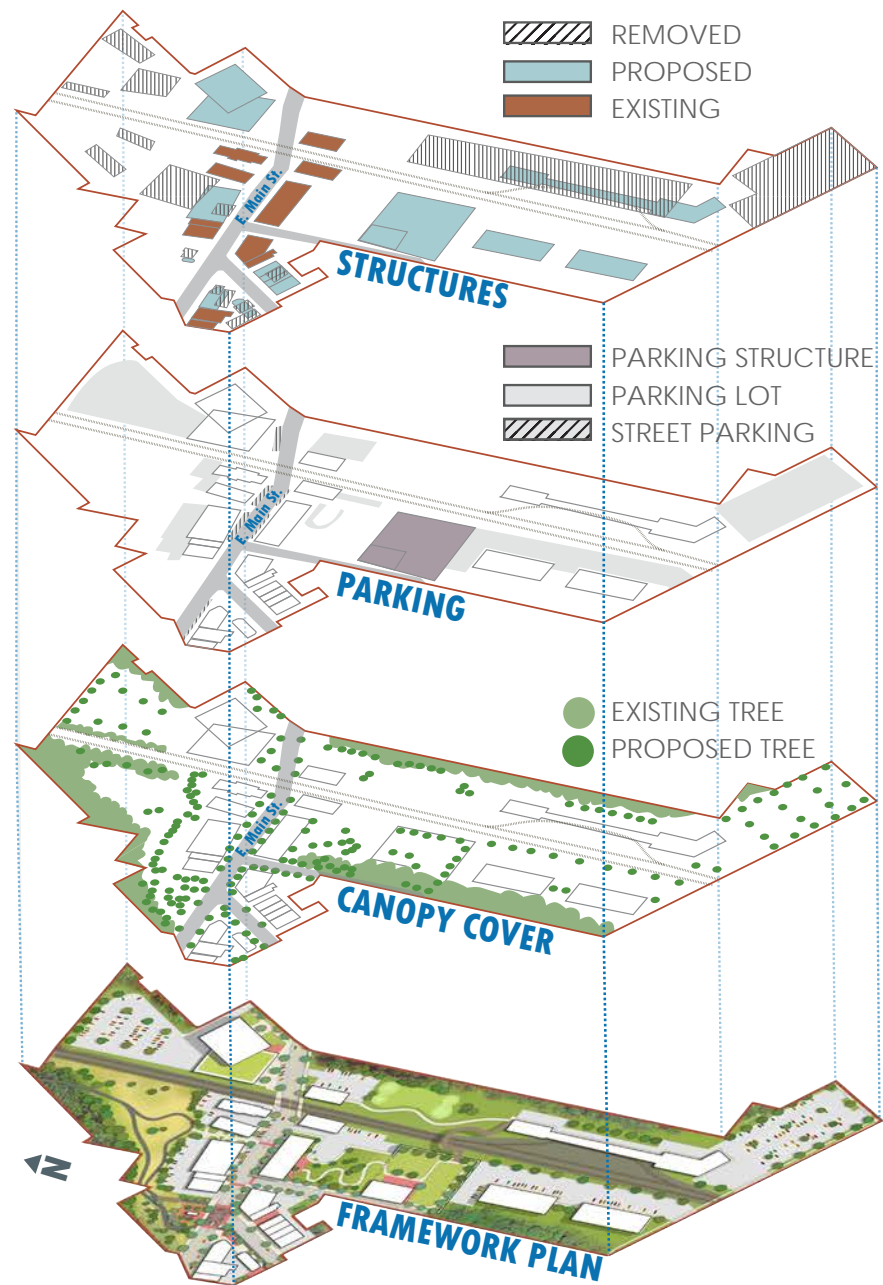


Figure 106: Systems

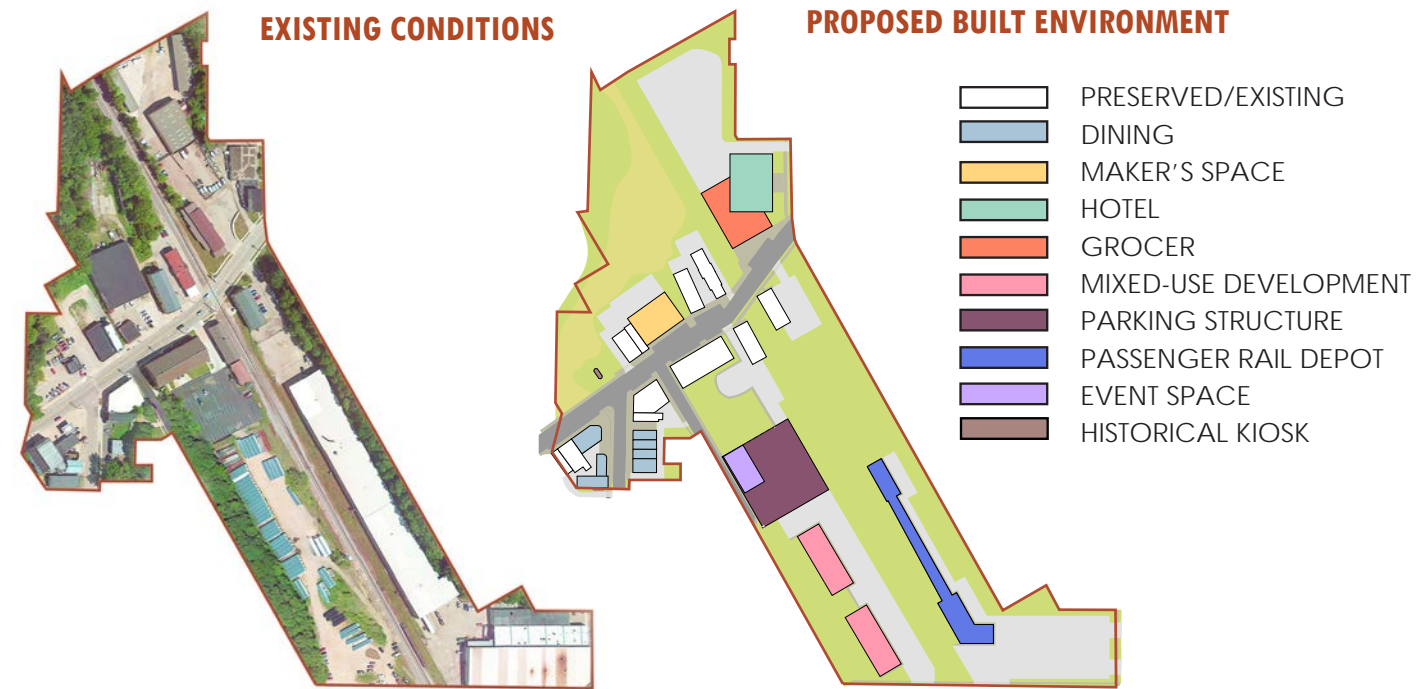


Figure 107: Existing Conditions

Figure 108: Built Environment

Within the built environment, framework plan proposes a wide range of used that will add vibrancy to Depot Hill. With two existing bars and one coffee shop, the framework plan adds restaurant spaces into the mix. The new dining options also support arts and entertainment venues by providing places to gather for before and after events. Joining the existing arts spaces on the site will be a large structure suitable for a maker's space. These types of innovation-oriented spaces are on the rise in Stoughton. Other other important built feature will be explored further in the following section.



PRIMARY FRAMEWORK FEATURES

The Depot Hill Framework Plan includes streetscape improvements, infill and new development, and various public open spaces that relates to the culture and history of the site or contribute to the downtown arts and entertainment district.

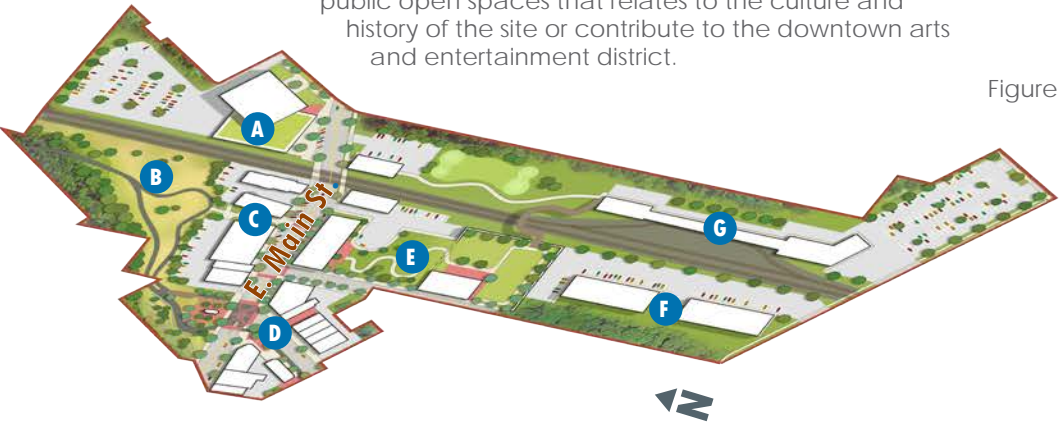


Figure 109: Feature Key



Figure 110: Hotel and Grocer

GROCERY STORE AND HOTEL

Located at the eastern edge of the site, this multi use development project will serve as gateway into downtown Stoughton. As users first enter the site, they will be greeted by the grand sign which reads Stoughton Hotel. Wrapping around the corner and down the hill, users will find a new Grocery Store, nestled into the new hotel. The site features plaza areas in front of each establishment, angled parking along E. Main Street, and a shared parking lot behind the buildings.

The Stoughton Hotel will be a boutique hotel, used by guests of patients at the nearby hospital or visitors coming to town for a wedding or event at a venue downtown. The grocery store, although a smaller size, will be a great value to the community, as the only grocery store on this side of town. Additionally, both a grocery store and multiple hotels have been found on the site throughout history, so recreating these features will create a historic connection.



Figure 112: Railyard Park

RALYARD PARK

Railyard Park is a recreated prairie landscape, featuring walking and biking paths. The park extends from E. Main Street to the north of the site. Encompassing the rail corridor, users will enjoy unique views and experiences of the new passenger rail line as it moves through the site. The paths of the park are lined with historic markers and artifacts which tell the unique, industrial history of Depot Hill. A once overlooked history will be highlighted and celebrated throughout the landscape. The main entrance to Railyard Park is a plaza space called Bunad Plaza, where users will be able to find maps of the park and a historic districts kiosk, providing information for each historic district in town.



Figure 113: Arists Alley

ARTIST'S ALLEY PUBLIC GALLERY

Adjacent to exisiting contemprtary gallery "Able Art Gallery," users will be able to find this hidden jem along E Main Street. While serving as an entrance to Railyard Park, this space primarily functions as a public art gallery. An extension of the existing gallery spaces, Artist's Alley features space for murals and sculpture. The unique space stands out from the rest of downtown. By changing the artwork on display or feature work from renowned artis, this space will become a lively attraction. The space can also be incorporated into events as well, such as an Art Walk or Farmer's Market.



PRIMARY FRAMEWORK FEATURES

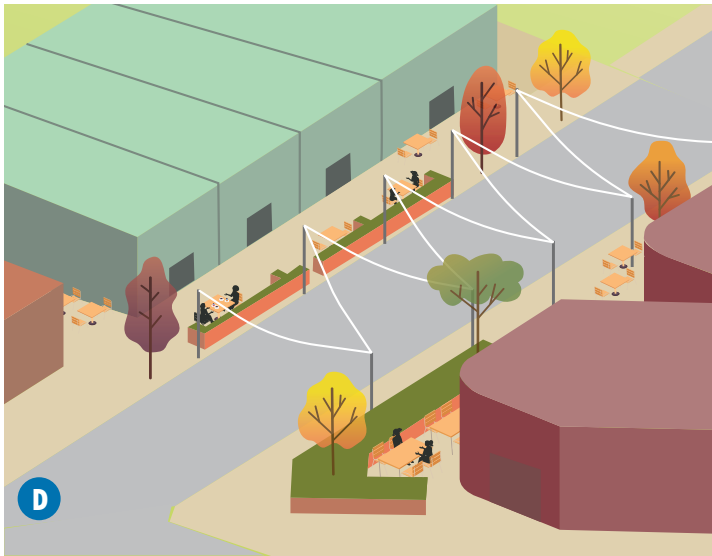


Figure 114: Sixth St

SIXTH STREET DINING STRIP

While the focus of development along E. Main Street centers around arts and entertainment, development along Sixth Street focuses on dining options. Dining actually contribute to the arts and entertainment district, as dining options are important near event spaces. Since Sixth St. is close to local venues, it is the perfect location for restaurants with streetscape dining areas, on a less busy street than E. Main. Six total restaurants have been added along the street, complete with patios, planters, shade trees, and unique lights while define the strip and give the space a distinct character.



Figure 115: Parking and Event Space

PARKING STRUCTURE AND EVENT SPACE

Depot Hill is the location of a popular venue for weddings and other events, the Lageret. A former tobacco warehouse, this venue has a gorgeous interior, and the existing exterior is used for parking. This framework feature removes the parking, creating a three story parking structure built into the slope of the site. Atop this structure is a secondary indoor and outdoor event space. Locals from the adjacent neighborhood or those parking in the structure can access a pedestrian bridge, connecting over the rail corridor to the new train station. This raised event space gently slopes down to the Lageret, creating a picturesque landscape suitable for wedding photos. The sloped landscape conceals the parking structure fully. The two event spaces could be used in conjunction or separately.



Figure 116: Wearhouse Style Mixed Use

WEARHOUSE STYLE MIXED USE DEVELOPMENT

Following the principles of smart growth, mixed use development is essential to be used in place of single use structures. This development area is located in the south of the site, adjacent to the train station and parking structure, making it the perfect location for both housing and retail/commercial use. The style and size of development is suitable for supporting a variety of uses. To connect the site's history to this new newly built structure, architectural features similar to the historic tobacco warehouses on site will be used.



Figure 117: New Passenger Rail Depot

TRAIN STATION

Each day, a freight train cuts through the project site as it heads to businesses south of the site, or completely passing through town. Depot Hill was once the location of two passenger rail depots, both of which still stand on the site today. As a strategy of historical and cultural preservation, the Depot Hill Framework Plan looks into previous site used to inform programming. The new train station will draw upon history to completely reimagine transportation in Stoughton, and the entire greater Madison region by creating a system of passenger rail.



# SITE DESIGN



Figure 11B: Focus site context

## OVERVIEW

Bunad Plaza is found at the entrance of Railyard park. This area was selected for detailed site design for it's significance as a gateway. Railyard Park is the key framework feature responsible for highlighting the unique industrial history of Depot Hill, so a grand entrance is important. This plaza draws inspiration from culture and history to create a landmark space within the framework plan.





Figure 119: Bunad Plaza Plan

## SITE PLAN

### Bunad Plaza



Figure 120: Bunad 1



Figure 121: Bunad 2



Figure 123: Ho-Chunk Textile



Figure 124: Bunad Plaza Entrance

### SITE FOCUS AREA DESIGN AND RATIONALES

When designing Bunad Plaza, I was inspired by cultural textiles important in the community throughout history. I knew I wanted the plaza to have a delicate design, so I knew textiles would be a great source of inspiration. I combined traditional Ho-Chunk textile patterns with patterns found on Bunad. Bunad cultural Norwegian clothing worn to celebrate heritage especially on May 4th, which is known as Syttende Mai. These cultural clothes are worn each year at Stoughton's Syttende Mai celebration. A combination of these textile styles combined to inform the shape of the paths, the form of seating areas, and the paving details.

Directly adjacent to the site is a streetscape mural, used for traffic calming, which also is inspired by cultural textiles. Slowing traffic is essential for safety, as the proposed bike trail passes through Bundad Plaza, and through the intersection. This area will have higher amounts of pedestrian traffic, making it the perfect location for a new kiosk that will be the meeting place for historic tours.

Other features of the site include dry detention basins, bike racks, and signage and wayfinding. The landscape features native planting mixes and terraced walls to stabilize the slope. The canopy cover encloses the space, so that users experience an intimate space before entering the grand landscape of Railyard Park.



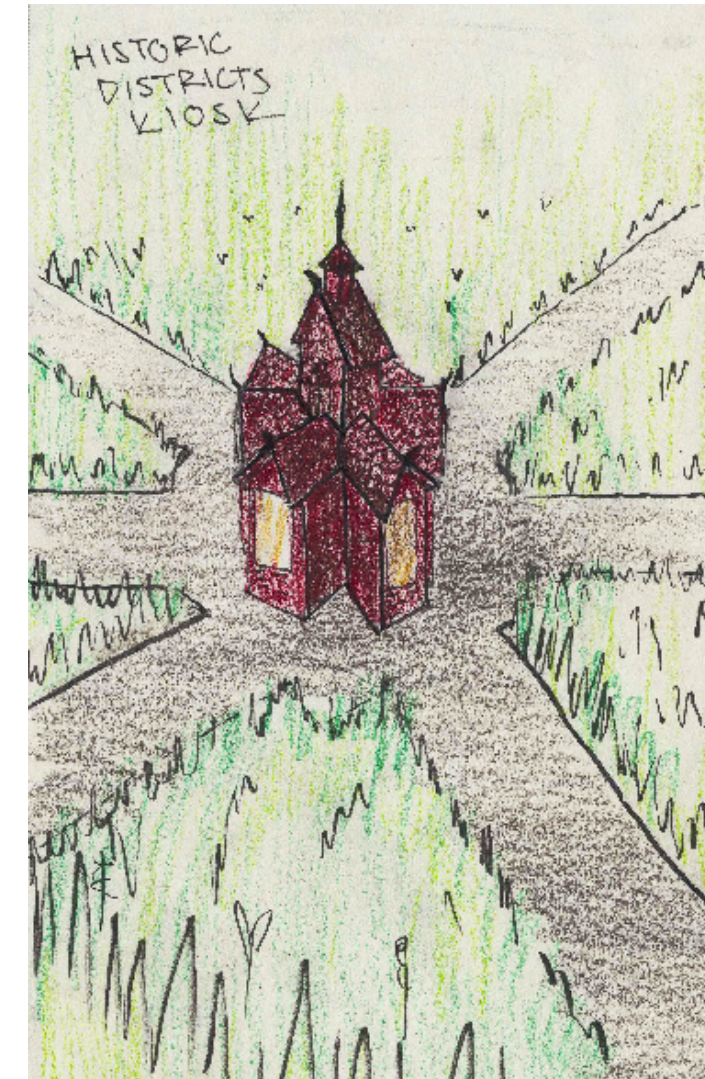


Figure 126: Gol Stave



Figure 125: Dricts Kiosk

Figure 127: Kiosk Sketch



## HISTORIC DISTRICTS KIOSK

The kiosk is the central feature of Bunad Plaza. To further the cultural connection, the architectural style of the kiosk is inspired by medieval Nordic architecture, such as the iconic church Gol Stave. The original sketch captures the first concept, a kiosk with six sides. Each side would feature one of the six historic districts in Stoughton, including Depot Hill. Each will have a map and provide information and instructions for a self guided walking tour.

During the design development process, the Kiosk began to develop into an eight sided structure. The additional sides provide space for water fountains, a fully accessible bathroom, and a utility closet. This addition allows the Kiosk to better serve Railyard Park by including park facilities. The unique architectural style of the kiosk will contrast the industrial/historic architecture found on the site, making it stand out along the E Main St. strip. Drawing in users to learn more about the history of Stoughton promotes cultural tourism and strengthens community identity, achieving the goals of historic and cultural preservation.





Figure 128: Seating Perspective

### CONSTRUCTION DETAILS

To enhance privacy for the seating areas in the plaza, each is lined by welded wire gabion walls. While these may provide additional seating, their main function is enclosure. Despite the low height, the walls are about to create a sense of privacy. The Gabion Wall Detail takes a closer look at one of these walls, displaying how it is anchored into the ground and how it connects to the adjacent porous paving used throughout the plaza.

In the above perspective, the terraced walls responsible for stabilizing the slope of the site can be seen. Each wall is made using Versa-Lok concrete units. Behind and below the walls are geotextile wrapped aggregate, to filter sediment and allow for water flow through the terraces, as seen in the Retaining Wall Detail.

### Retaining Wall Detail

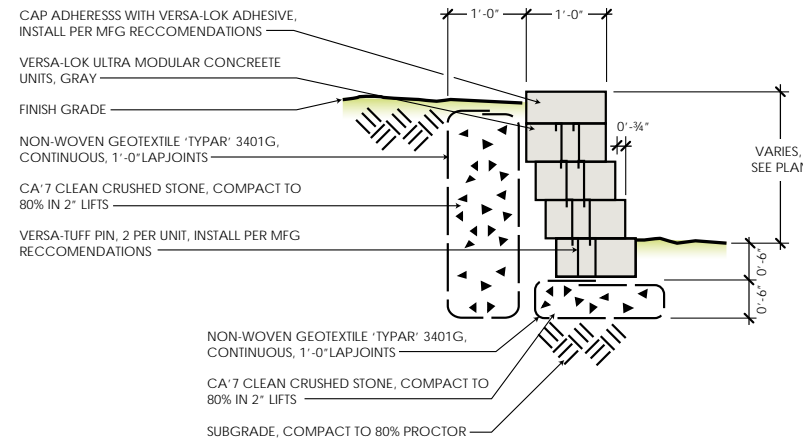


Figure 129: Retaining Wall Detail

### Gabion Wall Detail

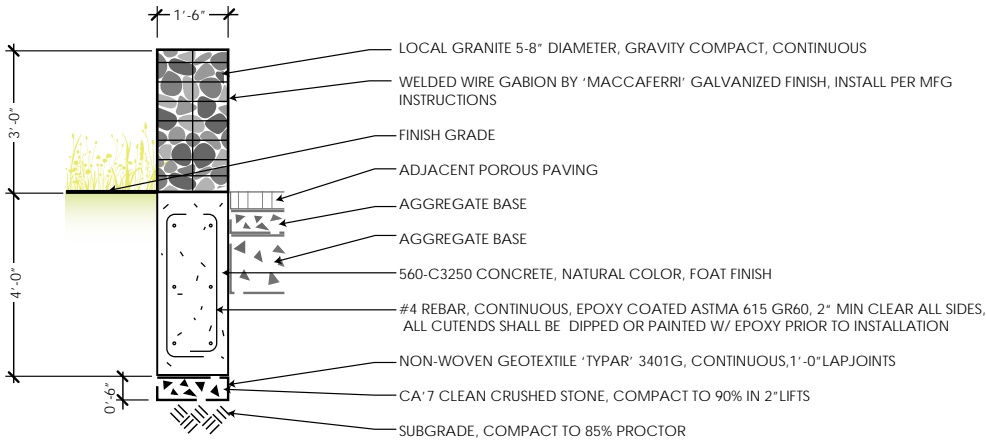


Figure 130: Gabion Wall Detail



STORMWATER MANAGEMENT

Three primary methods were utilized to reduce the runoff for the focus site area, Bunad Plaza. The first, was reducing the slope of the site. By using cut methods throughout the site, terraced walls were able to be added to part of the site that originally had a steep slope. Steep slopes produce a higher rate of runoff, utilizing retaining walls to create terraces reduces that effect.

The next method used was porous paving throughout the plaza. Porous paving allows rainfall to infiltrate rather than runoff the site, making it a better alternative than other hardscape materials.

Lastly, I created dry detention basins and utilized native seed mixed throughout the site. Native prairie plants have extremely deep root systems, which give them many benefits

including their ability to better infiltrate stormwater. The dry basins will function as a place to hold water for short times after large storm events, if needed, functioning like a natural landscape. Overall, I was able to decrease the runoff rate by half.

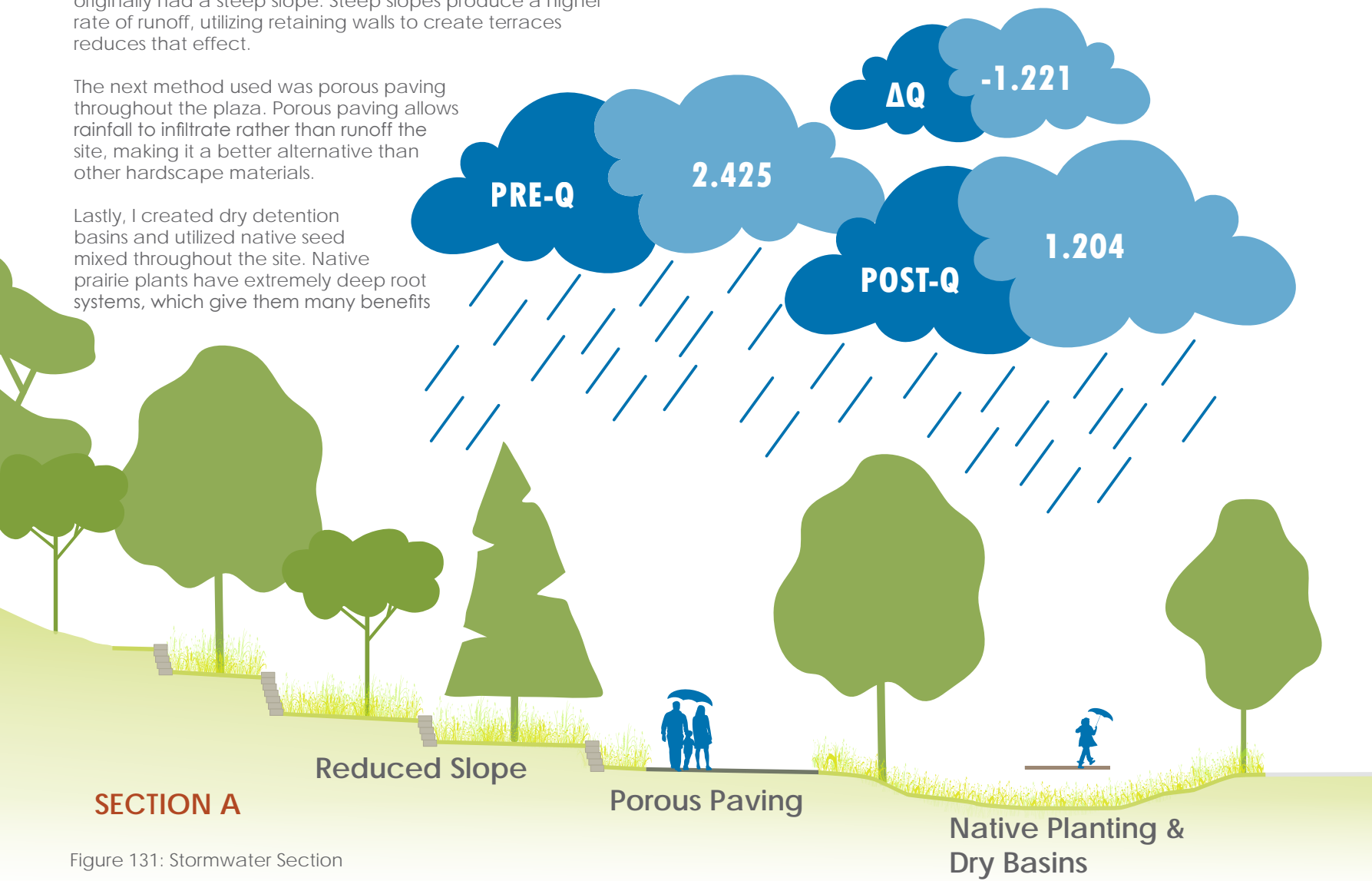


Figure 131: Stormwater Section

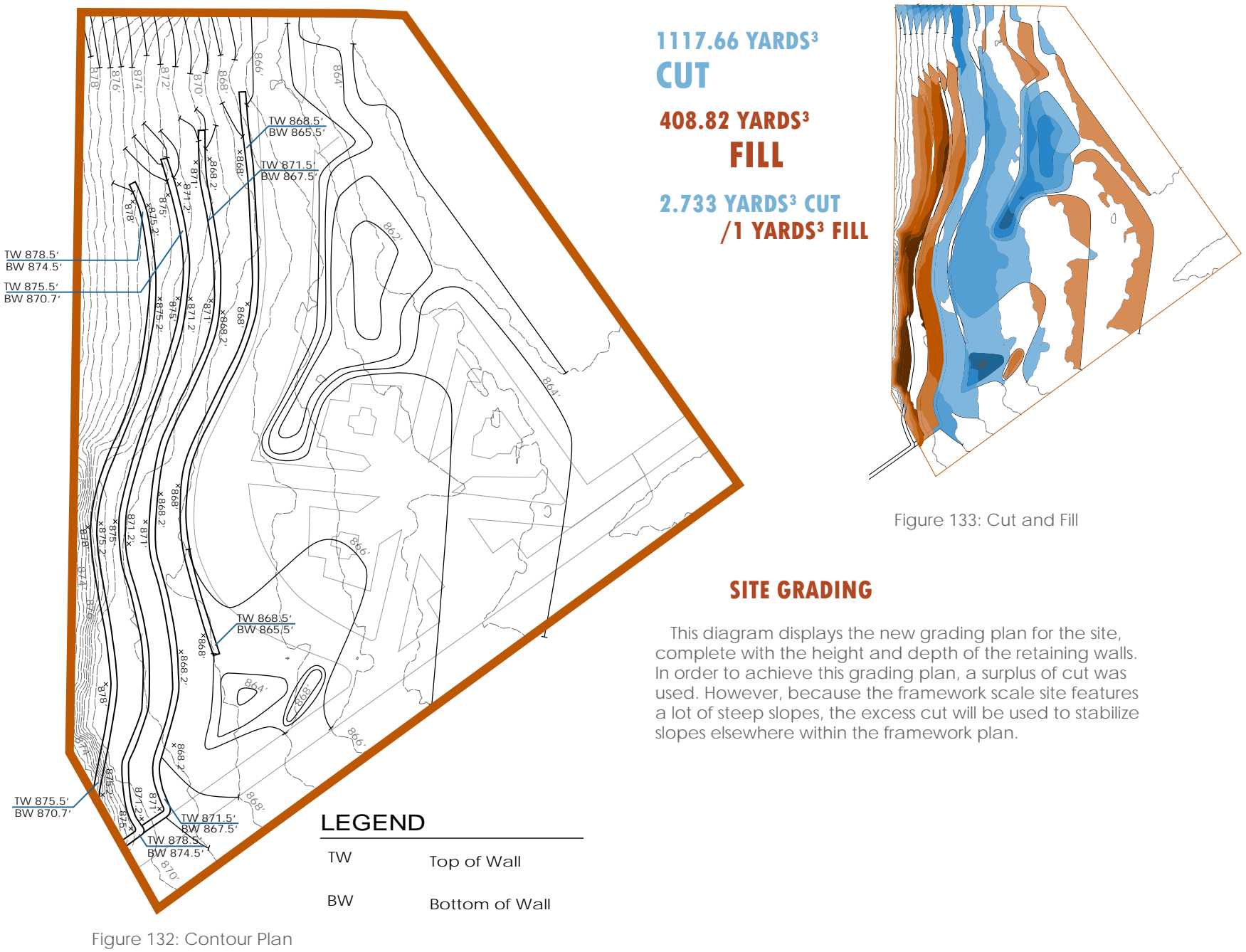


Figure 132: Contour Plan

Figure 133: Cut and Fill



Figure 134: Planting Plan

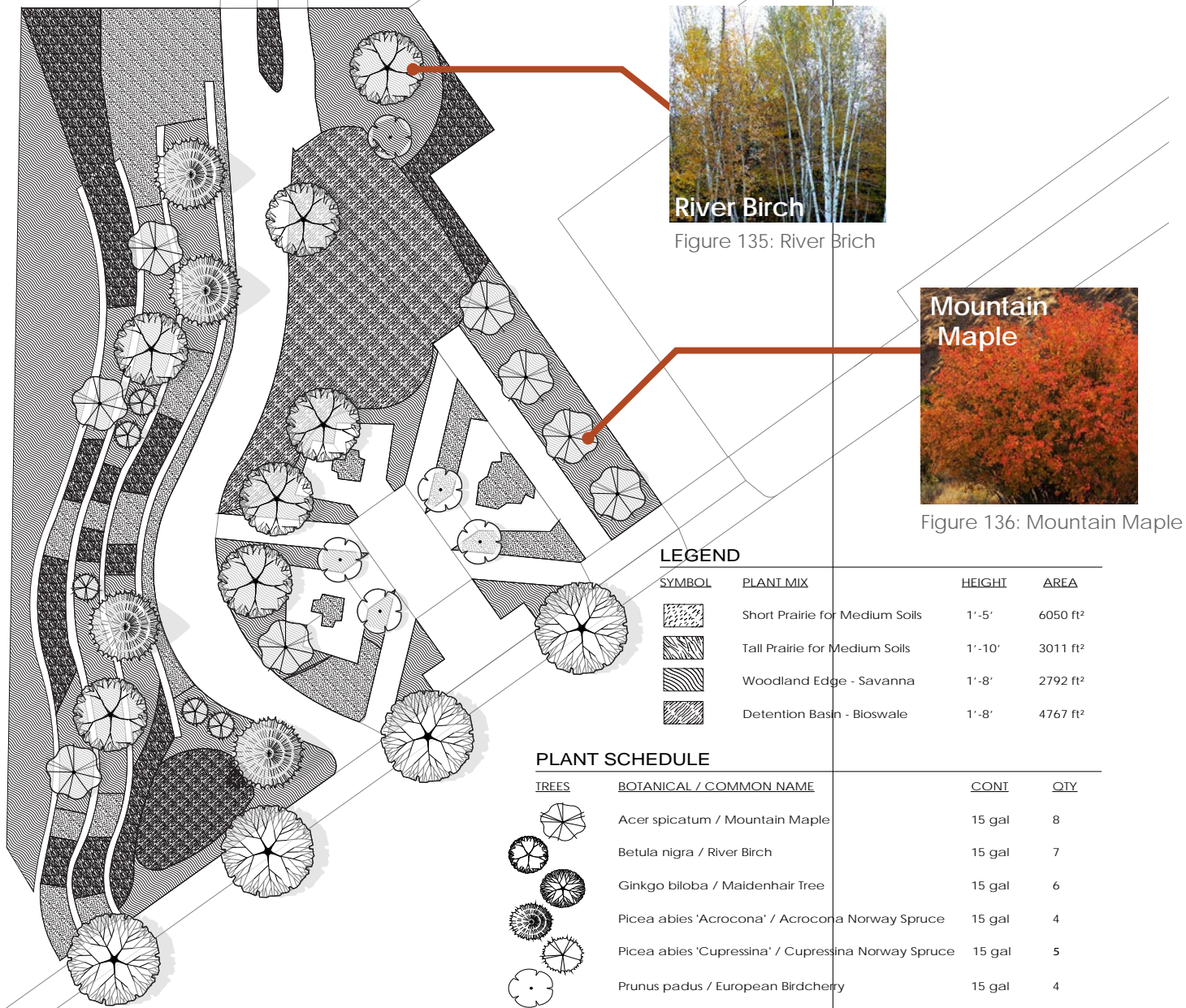


Figure 138: Acrocona



Figure 139: Ginkgo



Figure 140: Bird Cherry



Figure 141: Cupressina

PLANTING PLAN

To match the prairie landscape of Railyard Park, Bunad Plaza features various native prairie seed mixes from Wisconsin-Based company Prairie Nursery. In shady areas a savannah mix is used, while in the dry detention basins, a bioswale mix will be used. The sunny areas are planted with prairie seed mixes. I varied between using short and tall mixes, in rows going down the terraces. As bikers pass through the space, the variation in sizes will create a wave effect. Using these native seed mixes will be beneficial for pollinators and stormwater management.

The trees in the space are arranged to create a sense of enclosure, before users enter the vast prairie landscape of Railyard park. Fitting with the delicate design, flowering bird cherry trees have been planted around the historic district kiosk. In the fall, the trees will be a range of orange, red, and yellow, apart from the spruce trees. Variants of Norway spruce have been included to further create a cultural connection.



Figure 142: Woodland



Figure 143: Tall



Figure 144: Short



Figure 145: Bioswale





# CONCLUSION

## INTRODUCTION

I will next explore the implementation of the framework plan, starting by discussing the possible phases of the project. The successful implementation and long term effects will be explored. Various funding options will be explored, and

Figure 146: River Reflection



PHASE 1: E. MAIN STREET REDESIGN

- 1 Streetscape Mural
- 2 Bunad Plaza
- 3 Artists Alley
- 4 Hotel and Grocer
- 5 Sixth Street Dining Strip

PHASE 2: OPEN SPACES

- 6 Rail Yard Park
- 7 Bike Trail
- 8 Youth Center Trail
- 9 Youth Center Play Area
- 10 Parking Structure and Event Space

PHASE 3: GROWTH & DEVELOPMENT

- 11 Mixed-Use Development
- 12 Train Station
- 13 Pedestrian Bridge



Figure 105: Depot Hill Framework Plan

PHASING & IMPLEMENTATION STRATEGY

PHASING AND IMPLEMENTATION

As the E. Main Street corridor will be redeveloped soon as part of a county highway project, the first phase area will be the E. Main Street Redesign. During this time, the street may be shut down as the streetscape is improved and new infill projects occur. Strengthening E. Main Street will improve property conditions and solve the pressing issue of blight.

The second phase will build off of the success of the E. Main Street improvements, creating new open spaces in the district for events and connectivity. These spaces will connect the Main Street Development to the future development projects in the next phase.

The third and final phase focuses on growth and development long term. A commuter rail system throughout the greater Madison region may be beyond the horizon currently, but it's definitely being discussed. In the future, Stoughton can become one of the first cities in the Madison region to convert their rail line to passenger by planning for it now.

FUTURE DESIGN AND PLANNING IMPACTS

The Depot Hill Framework Plan outlines a path Stoughton could take to repair a part of it's historic downtown that is in need of improvement. An plan of this scale would take long to achieve, especially when it comes to acquiring the properties necessary to achieve the plan, but any steps towards preserving the history and culture of depot hill would be a worthwhile endeavour.

GRANT AND FUNDING OPPORTUNITIES

There are several sources of funding and grants available to support the Depot Hill Framework Plan that specifically relate to the goals and strategies of the project, such as historic and cultural preservation or arts and entertainment.

The National Endowment for the Arts:

The NEA supports creative projects and cultural preservation initiatives, including those that promote community engagement and public spaces.

The National Park Service:

The NPS provides funding and technical assistance for the preservation of historic buildings and landscapes.

The Wisconsin Department of Natural Resources:

The DNR provides grants and technical assistance for outdoor recreation projects, including park development and preservation.

The National Trust for Historic Preservation:

The Trust provides grants and funding for historic preservation projects, including those that incorporate cultural and community elements.

CDBG - Planning Program (PLNG):

The CDBG-Planning Program (PLNG) provides grants to assist state and local governments in the development of comprehensive plans and strategies to address community development needs and priorities.



CONTENT REFLECTION

The information and data gathering process heavily focused on the sites history and the culture of the community, as those were the research topics of this capstone project. In this area, the information is accurate and significant, but more research would need to be done to fully honor and examine pre-settlement history. Although the research was able to capture some information, I was unable to get detailed enough information in the timeframe required to create a design that fully recognizes and honors indigenous history.

Outside of culture and history, the project would have benefited from more research at the community and regional scales. As the project progressed, I became interested in topics such as housing and access to grocery stores. These are elements I lightly touch on in the framework plan, but I was unable to dedicate focused research in these areas. Stoughton would definitely benefit from research in these throughout the community and how they relate to the downtown area.

PROCESS REFLECTION

While the use of public input reports provided to me by the client were extremely useful in my process, I do wish I would have been able to engage with the community more to seek input. I was able to attend a UniverCity Alliance Meetup in Stoughton, were various student groups and local Stoughton organizations met up to get to know one another and discover common goals. I enjoyed getting to hear so many perspectives about Stoughton and even got to start an energetic discussion about a potential train station in Stoughton. This meetup and attending Redevelopment Authority meeting was a true highlight of the process, and it's something that I also wish could have been incorporated more.

Beyond the research process, I found my design process to be highly engaged. I was successful at producing a large body of concepts and alternatives, having many renditions at many scales before coming up with my solutions. My process involves hand modeling the existing grade and

dimensions. Spending a significant amount of time in the studio, layering trace paper paid off.

PREMISE REFLECTION

The premise of the Framework Plan for Depot Hill was appropriate. The client suggested including streetscape improvements and a bike path, and let my research and analysis inform the rest. The goals, ambitions, and assumptions of the project seem appropriate. The research topic adopted, historic and cultural preservation, brought forth important aspects of the project that were not in the initial request. The client was looking for improvements, but did not specifically request a focus on the site's history. Infact, the site was not originally referred to as Depot Hill. After discovering that it was an official historic district that failed to receive recognition from the state, I began referring to the site as the proposed name that was submitted, Depot Hill. From that point on, both me and the client group would know the site as Depot Hill.

PERSONAL REFLECTION

Throughout the research and analysis phase, I struggled to conceptualize the widespread opportunities presented by the site. Once begging to work on trace and model parts of the site, I began to see many more opportunities and great ideas. While I began to refine many aspects of the framework, I began to struggle to decide which areas of the framework I wanted to be my focus. In the end, I think that I may have put a lot of effort into framework level elements, with slightly less focus on the site, but I am pleased with the end result. I was able to highlight many strongpoints of the framework plan.

CROSS CULTURAL REFLECTION

Stoughton is a smaller community, which is best known for it's Norwegian Heritage fest. With a mostly white population, I was surprised to find a community with such strong culture and traditions. I was most surprised by the large number of community groups and individuals who are looking for progressive ways to improve its community. It was inspiring

to work with a city who cars about susainability, innovation, and cultural preservation.

CONCLUSION

It was a pleasure working with the Stoughton Redevelopment Authority throughout the course of this project. Special thanks to my primary contact, Katrina Becker, who was a wonderful resource and provided great feedback. The final product was only possible with

the feedback and guidance from my classmates and professors. I hope, going forward, Stoughton begins to recognize the rich history of Depot Hill as the former economic and transportation center of the community, and utilize its history to inform the future design of the area. I am excited to take the lessons I've learned throughout this process with me into my future endeavors.

Figure 125: Dricts Kiosk





# APPENDIX

## TIME LOG

### LYDIA DEBAUCHE

Capstone Project Name: Depot Hill Framework Plan  
Capstone Project Location: Stoughton, WI  
Fall 2022, Spring 2023

Project Time Tracking					
Day	Date	Task/Work Code	Hours Worked	Travel Time	Cumulative Time
Code: D (design), P (presentation/prep), M (meeting), T (travel), R (research), O (organizing), E (emailing), W (writing), A (analysis/inventory), S (Site visit), G (graphics)					
Week 1					
Monday	09/05/22				
Tuesday	09/06/22				
Wednesday	09/07/22				
Thursday	09/08/22				
Friday	09/09/22				
Saturday	09/10/22				
Sunday	09/11/22				
		Total	0.00	0.00	0.00
Week 2					
Monday	09/12/22				
Tuesday	09/13/22				
Wednesday	09/14/22	E	0.50		
Thursday	09/15/22	E	0.25		
Friday	09/16/22				
Saturday	09/17/22				
Sunday	09/18/22				
		Total	0.00	0.00	0.00
Week 3					
Monday	09/19/22	E	0.25		
Tuesday	09/20/22	E, R	2.50		
Wednesday	09/21/22	O,M	2.00		
Thursday	09/22/22				
Friday	09/23/22				
Saturday	09/24/22	R	2.00		
Sunday	09/25/22				
		Total	6.75	0.00	6.75
Week 4					
Monday	09/26/22				
Tuesday	09/27/22	O	1.00		
Wednesday	09/28/22	O	1.50		
Thursday	09/29/22				
Friday	09/30/22				
Saturday	10/01/22				

### LYDIA DEBAUCHE

Capstone Project Name: Depot Hill Framework Plan  
Capstone Project Location: Stoughton, WI  
Fall 2022, Spring 2023

Project Time Tracking					
Day	Date	Task/Work Code	Hours Worked	Travel Time	Cumulative Time
Code: D (design), P (presentation/prep), M (meeting), T (travel), R (research), O (organizing), E (emailing), W (writing), A (analysis/inventory), S (Site visit), G (graphics)					
Week 1					
Monday	09/05/22				
Tuesday	09/06/22				
Wednesday	09/07/22				
Thursday	09/08/22				
Friday	09/09/22				
Saturday	09/10/22				
Sunday	09/11/22				
		Total	0.00	0.00	0.00
Week 2					
Monday	09/12/22				
Tuesday	09/13/22				
Wednesday	09/14/22	E	0.50		
Thursday	09/15/22	E	0.25		
Friday	09/16/22				
Saturday	09/17/22				
Sunday	09/18/22				
		Total	0.00	0.00	0.00
Week 3					
Monday	09/19/22	E	0.25		
Tuesday	09/20/22	E, R	2.50		
Wednesday	09/21/22	O,M	2.00		
Thursday	09/22/22				
Friday	09/23/22				
Saturday	09/24/22	R	2.00		
Sunday	09/25/22				
		Total	6.75	0.00	6.75
Week 4					
Monday	09/26/22				
Tuesday	09/27/22	O	1.00		
Wednesday	09/28/22	O	1.50		
Thursday	09/29/22				
Friday	09/30/22				
Saturday	10/01/22				



LYDIA DEBAUCHE

Capstone Project Name: Depot Hill Framework Plan  
Capstone Project Location: Stoughton, WI  
Fall 2022, Spring 2023

Project Time Tracking					
Day	Date	Task/Work Code	Hours Worked	Travel Time	Cumulative Time
Code: D (design), P (presentation/prep), M (meeting), T (travel), R (research), O (organizing), E (emailing), W (writing), A (analysis/inventory), S (Site visit), G (graphics)					
Sunday	10/02/22	R, W	4.00		
		Total	6.50	0.00	13.25
Week 5					
Monday	10/03/22				
Tuesday	10/04/22	T, S	3.00		
Wednesday	10/05/22	O	1.00		
Thursday	10/06/22				
Friday	10/07/22				
Saturday	10/08/22				
Sunday	10/09/22	R, O	3.00		
		Total	7.00	0.00	20.25
Week 6					
Monday	10/10/22	W, R, E	3.00		
Tuesday	10/11/22	E, W	2.00		
Wednesday	10/12/22	O,D,M,T	5.00		
Thursday	10/13/22	W	2.00		
Friday	10/14/22	R	2.00		
Saturday	10/15/22				
Sunday	10/16/22	R/A	2.00		
		Total	16.00	0.00	36.25
Week 7					
Monday	10/17/22	E,O,R	3.00		
Tuesday	10/18/22	O,M	1.50		
Wednesday	10/19/22				
Thursday	10/20/22	R	4.00		
Friday	10/21/22				
Saturday	10/22/22	A	5.00		
Sunday	10/23/22	A, O, P	6.00		
		Total	19.50	0.00	55.75
Week 8					
Monday	10/24/22	P	2.00		
Tuesday	10/25/22	A	2.00		
Wednesday	10/26/22	T, S	4.00		

LYDIA DEBAUCHE

Capstone Project Name: Depot Hill Framework Plan  
Capstone Project Location: Stoughton, WI  
Fall 2022, Spring 2023

Project Time Tracking					
Day	Date	Task/Work Code	Hours Worked	Travel Time	Cumulative Time
Code: D (design), P (presentation/prep), M (meeting), T (travel), R (research), O (organizing), E (emailing), W (writing), A (analysis/inventory), S (Site visit), G (graphics)					
Thursday	10/27/22	A	4.00		
Friday	10/28/22				
Saturday	10/29/22				
Sunday	10/30/22	A/P	12.00		
		Total	24.00	0.00	79.75
Week 9					
Monday	10/31/22	P	2.00		
Tuesday	11/01/22				
Wednesday	11/02/22				
Thursday	11/03/22	O, E	3.00		
Friday	11/04/22	P, M	1.00		
Saturday	11/05/22				
Sunday	11/06/22	O/D	3.00		
		Total	9.00	0.00	88.75
Week 10					
Monday	11/07/22				
Tuesday	11/08/22	R, O/D	2.00		
Wednesday	11/09/22				
Thursday	11/10/22				
Friday	11/11/22				
Saturday	11/12/22				
Sunday	11/13/22	O/P	4.00		
		Total	6.00	0.00	94.75
Week 11					
Monday	11/14/22	O/P/A	5.00		
Tuesday	11/15/22	O/P/A	10.00		
Wednesday	11/16/22				
Thursday	11/17/22				
Friday	11/18/22				
Saturday	11/19/22				
Sunday	11/20/22	O	6.00		
		Total	21.00	0.00	115.75
Week 12					

LYDIA DEBAUCHE

Capstone Project Name: Depot Hill Framework Plan  
Capstone Project Location: Stoughton, WI  
Fall 2022, Spring 2023

Project Time Tracking					
Day	Date	Task/Work Code	Hours Worked	Travel Time	Cumulative Time
Code: D (design), P (presentation/prep), M (meeting), T (travel), R (research), O (organizing), E (emailing), W (writing), A (analysis/inventory), S (Site visit), G (graphics)					
		Total	22.00	0.00	199.75
Week 16					
Monday	12/19/22	W/O	8.00		
Tuesday	12/20/22				
Wednesday	12/21/22				
Thursday	12/22/22				
Friday	12/23/22				
Saturday	12/24/22				
Sunday	12/25/22				
		Total	8.00	0.00	207.75
SEMSETER 2					
Week 1					
Monday	01/23/23				
Tuesday	01/24/23				
Wednesday	01/25/23	P	2.00		
Thursday	01/26/23	D	4.00		
Friday	01/27/23				
Saturday	01/28/23				
Sunday	01/29/23				
		Total	6.00	0.00	213.75
Week 2					
Monday	01/30/23	D			
Tuesday	01/31/23	D	6.00		
Wednesday	02/01/23				
Thursday	02/02/23	D	6.00		
Friday	02/03/23	D	1.50		
Saturday	02/04/23				
Sunday	02/05/23				
		Total	13.50	0.00	227.25
Week 3					
Monday	02/06/23	D	8.50		
Tuesday	02/07/23	D	7.00		
Wednesday	02/08/23	D	4.00		
Thursday	02/09/23	D	4.00		

LYDIA DEBAUCHE

Capstone Project Name: Depot Hill Framework Plan  
Capstone Project Location: Stoughton, WI  
Fall 2022, Spring 2023

Project Time Tracking					
Day	Date	Task/Work Code	Hours Worked	Travel Time	Cumulative Time
Code: D (design), P (presentation/prep), M (meeting), T (travel), R (research), O (organizing), E (emailing), W (writing), A (analysis/inventory), S (Site visit), G (graphics)					
Tuesday	03/07/23	D/O	4.00		
Wednesday	03/08/23	D/O	9.00		
Thursday	03/09/23				
Friday	03/10/23				
Saturday	03/11/23				
Sunday	03/12/23				
		Total	18.00	0.00	323.75
Week 8					
Monday	03/13/23				
Tuesday	03/14/23				
Wednesday	03/15/23				
Thursday	03/16/23				
Friday	03/17/23				
Saturday	03/18/23				
Sunday	03/19/23				
		Total	0.00	0.00	323.75
Week 9					
Monday	03/20/23				
Tuesday	03/21/23	G	3.00		
Wednesday	03/22/23				
Thursday	03/23/23	G	6.00		
Friday	03/24/23				
Saturday	03/25/23				
Sunday	03/26/23	G	5.00		
		Total	14.00	0.00	337.75
Week 10					
Monday	03/27/23	G	4.00		
Tuesday	03/28/23	G	6.00		
Wednesday	03/29/23				
Thursday	03/30/23	G	4.00		
Friday	03/31/23				
Saturday	04/01/23				
Sunday	04/02/23	G	5.00		
		Total	19.00	0.00	356.75



LYDIA DEBAUCHE

Capstone Project Name: Depot Hill Framework Plan  
Capstone Project Location: Stoughton, WI  
Fall 2022, Spring 2023

Project Time Tracking					
Day	Date	Task/Work Code	Hours Worked	Travel Time	Cumulative Time
Code: D (design), P (presentation/prep), M (meeting), T (travel), R (research), O (organizing), E (emailing), W (writing), A (analysis/inventory), S (Site visit), G (graphics)					
Week 11					
Monday	04/03/23	G	2.00		
Tuesday	04/04/23	G	6.00		
Wednesday	04/05/23				
Thursday	04/06/23	G	4.50		
Friday	04/07/23				
Saturday	04/08/23				
Sunday	04/09/23	G	8.00		
		Total	20.50	0.00	377.25
Week 12					
Monday	04/10/23	G	9.00		
Tuesday	04/11/23	G	4.00		
Wednesday	04/12/23				
Thursday	04/13/23				
Friday	04/14/23	G	3.00		
Saturday	04/15/23				
Sunday	04/16/23	G	6.00		
		Total	22.00	0.00	399.25
Week 13					
Monday	04/17/23	G	8.00		
Tuesday	04/18/23	G	4.00		
Wednesday	04/19/23				
Thursday	04/20/23	G	8.00		
Friday	04/21/23				
Saturday	04/22/23				
Sunday	04/23/23	G	6.00		
		Total	26.00	0.00	425.25
Week 14					
Monday	04/24/23	G	8.00		
Tuesday	04/25/23	G/P	7.00		
Wednesday	04/26/23				
Thursday	04/27/23				
Friday	04/28/23				

LYDIA DEBAUCHE

Capstone Project Name: Depot Hill Framework Plan  
Capstone Project Location: Stoughton, WI  
Fall 2022, Spring 2023

Project Time Tracking					
Day	Date	Task/Work Code	Hours Worked	Travel Time	Cumulative Time
Code: D (design), P (presentation/prep), M (meeting), T (travel), R (research), O (organizing), E (emailing), W (writing), A (analysis/inventory), S (Site visit), G (graphics)					
Saturday	04/29/23	O/P/G	5.00		
Sunday	04/30/23	O/P/G	3.00		
		Total	23.00	0.00	448.25
Week 15					
Monday	05/01/23	P	2.00		
Tuesday	05/02/23	O/P/G	1.00		
Wednesday	05/03/23				
Thursday	05/04/23				
Friday	05/05/23				
Saturday	05/06/23				
Sunday	05/07/23	W/O/G	7.00		
		Total	10.00	0.00	458.25
Week 16					
Monday	05/08/23	W/O	10.00		
Tuesday	05/09/23	W/O	12.00		
Wednesday	05/10/23				
Thursday	05/11/23				
Friday	05/12/23				
Saturday	05/13/23				
Sunday	05/14/23				
		Total	22.00	0.00	480.25

SOURCES

Bolleter, Julian. “On the Verge: Re-Thinking Street Reserves in Relation to Suburban Densification.” Journal of Urban Design, vol. 21, no. 2, Apr. 2016, pp. 195–212. Academic Search Premier, EBSCOhost, <https://doi.org/10.1080/13574809.2015.1133229>. Accessed 19 Dec. 2022.

Boyer, M. Christine. “The Return of Aesthetics to City Planning.” Society, vol. 25, no. 4, May 1988, pp. 49–56. Academic Search Premier, EBSCOhost, <https://doi.org/10.1007/BF02695725>. Accessed 19 Dec. 2022.

“A Brief History of Stoughton.” Wisconsin Historical Society, 27 July 2012, <https://www.wisconsinhistory.org/Records/Article/CS2447>.

Keller, Alexandra, et al. “Resilience of Historic Cities and Adaptation to Climate Change.” Urbanism. Architecture. Constructions / Urbanism. Arhitectura. Constructii, vol. 8, no. 1, Jan. 2017, pp. 15–26. Academic Search Premier, EBSCOhost, <https://ezproxy.library.wisc.edu/login?url=https://search.ebscohost.com/login.aspx?direct=true&site=ehost-live&scope=site>. Accessed 19 Dec. 2022.

Kent A. Robertson (1999) Can Small-City Downtowns Remain Viable?, Journal of the American Planning Association, 65:3, 270-283, DOI: 10.1080/01944369908976057

Khouri-Dagher, Nadia. “Cities with Beating Hearts.” UNESCO Sources, no. 107, Dec. 1998, p. 11. Academic Search Premier, EBSCOhost, <https://ezproxy.library.wisc.edu/login?url=https://search.ebscohost.com/login.aspx?direct=true&site=ehost-live&scope=site>. Accessed 19 Dec. 2022.

Olmsted, Susan. “West Campus Landscape Preservation Master Plan.” Columbia: The Magazine of Northwest History, vol. 25, no. 2, 2011, pp. 24–25. Academic Search Premier, EBSCOhost, <https://ezproxy.library.wisc.edu/login?url=https://search.ebscohost.com/login.aspx?direct=true&site=ehost-live&scope=site>. Accessed 19 Dec. 2022.

Shiple, R., and M. Snyder. “The Role of Heritage Conservation Districts in Achieving Community Economic Development Goals.” International Journal of Heritage Studies, vol. 19, no. 3, May 2013, pp. 304–321. Academic Search Premier, EBSCOhost, <https://doi.org/10.1080/13527258.2012.660886>. Accessed 19 Dec. 2022.

“Southeast Glacial Plains Ecological Landscape.” Southeast Glacial Plains Ecological Landscape - Wisconsin DNR, Wisconsin DNR, <https://dnr.wi.gov/topic/landscapes/index.asp?mode=detail&Landscape=2>.

Stewart, Dona J. “New Tricks with Old Maps: Urban Landscape Change, GIS, and Historic Preservation in the Less Developed World.” Professional Geographer, vol. 53, no. 3, Aug. 2001. Academic Search Premier, EBSCOhost, <https://doi.org/10.1111/0033-0124.00290>. Accessed 19 Dec. 2022.

Whittemore, Andrew H. “Learning from Lost Landscapes: a Role for Local History in Suburban Infill Strategies.” Journal of Urban Design, vol. 21, no. 1, Feb. 2016, pp. 105–123. Academic Search Premier, EBSCOhost, <https://doi.org/10.1080/13574809.2015.1106918>. Accessed 19 Dec. 2022.

Zebracki, Martin. “Urban Preservation and the Queering Spaces of (Un)Remembering: Memorial Landscapes of the Miami Beach Art Deco Historic District.” Urban Studies (Sage Publications, Ltd.), vol. 55, no. 10, Aug. 2018, pp. 2261–2285. Academic Search Premier, EBSCOhost, <https://doi.org/10.1177/0042098017709197>. Accessed 19 Dec. 2022.



FIGURES

List of Figures	2
Figure 2: Yahara River	4
Figure 3: Lydia DeBauche	8
Figure 4: Downtonw Stoughton	12
Figure 4.1: Regional Context	13
Figure 5: Site within Stoughton	16
Figure 6: Site Context	
Figure 7: Streetscape	
Figure 8: Wauwatosa Wayfinding	16
Figure 9: Trail	16
Figure 10: Plaza	16
Figure 11: Development	16
Figure 12: Wauwatosa Sign (Saiki)	21
Figure 13: Parklet (Venture Richmond)	21
Figure 14: Kensington Bench (Turf)	21
Figure 15: Tosa at Night (Saiki)	22
Figure 16: Wauwatosa Streetscape (GAI Consultants)	22
Figure 17: Tosa Village Green Space (Saiki)	23
Figure 18: Festival Lighting (Saiki)	23
Figure 8: Wauwatosa Wayfinding (Saiki)	23
Figure19: Mural Design (Venture Richmond)	24
Figure 23: Richmond Parklets (Venture Richmond)	24
Figure 20: Streetscape Before (Venture Richmond)	25
Figure 22: Inside a Parklet (Venture Richmond)	25
Figure 21: Streetscape After (Venture Richmond)	25
Figure 24: Facades on Kensington St (Turf Design Studio)	26
Figure 25: Materials Palette (Turf Design Studio)	26
Figure 26: Spice Alley (Jeppe Aagaard Andersen)	27
Figure 27: Night Life (Turf Design Studio)	27
Figure 28: Opportunities for Green Space (Turf Design Studio)	27
Figure 29: Dane County Bird’s Eye	28
Figure 31: Ho-Chunk Cheif (Wisconsin Historical Soccity)	30
Figure 32: Teejop Region	30
Figure 30: Native Ho-Chunk Region	30
Figure 33: Dane County Ecological Landscapes	31
Figure 34: Oak Forest	31
Figure 35: Lowland Hardwood	31
Figure 36: Maple-Basswood	31
Figure 37: Hardwood Swamp	31
Figure 38: Regional Bike Analysis	32
Figure 39: Dane County Rail	33
Figure 40: Opera House	34
Figure 4: Regional Context	36
Figure 5: Site within Stoughton	37

Figure 41: Syttende Mai 1954 (WI Historical Society)	37
Figure 43: Gallery (Grand Inspired)	37
Figure 44: Grand Inspired	37
Figure 42: Syttende Mai Today	37
Figure 40: Opera House	37
Figure 45: FabLab	37
Figure 46: Stoughton Bike	38
Figure 47: Commute Graph	39
Figure 48: Train in Stoughton	40
Figure 5: Site within Stoughton	41
Figure 49: Historic Main Street (WI Historical Society)	42
Figure 50: Passenger Rail Depot (WI Historical Society)	43
Figure 51: Sanborn Fire Map (Library of Congress)	43
Figure 52: Historic Architecture Map	44
Top to bottom: Figure 53, 419; Figure 54, 421; Figure 55, 435	45
Top to bottom: Figure 56, 201; Figure 57, 501; Figure 58; 515	46
Top to bottom: Figure 59, 529; Figure 60, 567; Figure 61; 578	47
Top to bottom: Figure 62, 556; Figure 63, 532; Figure 64, 524	48
Top to bottom: Figure 65, 532; Figure 66, 500; Figure 67, 480	49
Figure 68: Existing Infrasctructure	51
Figure 81: Soils	52
Figure 82: Topography	53
Figure 85: Opportunities	54
Figure 71: Grand Inspired	55
Figure 84: Historic Hotel	55
Figure 83: Tracks	55
Figure 86: Constraints	55
Figure 87: Poor conditions	55
Figure 88: Safety	55
Figure 89: Blight	55
Figure 90: Opportunties and Constraints	56
Figure 91: Sunset in Stoughton	58
Figure 92: Allley	59
Figure 93: Park Planting	59
Figure 94: Depot Alley	60
Figure 95: Parklet View (Richmond)	61
Figure 96: Mural Example	61
Figure 92: Alley	61
Figure 97: Playscape	61
Figure 99: Pocket Park	61
Figure 98: Alley Sign	61
Figure 100: Railyard Park	62
Figure 93: Park Planting	63
Figure 102: Proposed Depot	63
Figure 103: Industrial Style Housing	63
Figure 101: Storytelling	63



Figure 101: Storytelling	63
Figure 69: Laz	64
Figure 64: 524	64
Figure 76: Chamber of Commerce	64
Figure 58: 515	64
Figure 60: 567	65
Figure 57: 501	65
Figure 71: Grand inspired	65
Figure 70: Melton	65
Figure 55: 435	65
Figure 67: 480	65
Figure 6: Site Context	66
Figure 94: Depot Alley	66
Figure 100: Railyard Park	66
Figure 104: Winter	69
Figure 105: Depot Hill Framework Plan	73
Figure 106: Systems	75
Figure 107: Existing Conditions	75
Figure 108: Built Environment	75
Figure 110: Hotel and Grocer	76
Figure 109: Feature Key	76
Figure 112: Railyard Park	77
Figure 113: Arists Alley	77
Figure 114: Sixth St	78
Figure 115: Parking and Event Space	78
Figure 116: Warehouse Style Mixed Use	79
Figure 117: New Passenger Rail Depot	79
Figure 118: Focus site context	81
Figure 119: Bunad Plaza Plan	82
Figure 120: Bunad 1	82
Figure 121: Bunad 2	82
Figure 123: Ho-Chunk Textile	82
Figure 124: Bunad Plaza Entrance	83
Figure 126: Gol Stave	84
Figure 125: DRICTS Kiosk	84
Figure 127: Kiosk Sketch	85
Figure 128: Seating Perspective	86
Figure 129: Retaining Wall Detail	87
Figure 130: Gabion Wall Detail	87
Figure 131: Stormwater Section	88
Figure 132: Contour Plan	89
Figure 133: Cut and Fill	89
Figure 134: Planting Plan	90
Figure 135: River Brich	90
Figure 136: Mountain Maple	90
Figure 138: Acrocona	91

Figure 139: Ginkgo	91
Figure 140: Bird Cherry	91
Figure 141: Cupressina	91
Figure 142: Woodland	91
Figure 143: Tall	91
Figure 144: Short	91
Figure 145: Bioswale	91
Figure 146: River Reflection	93
Figure 105: Depot Hill Framework Plan	95
Figure 125: DRICTS Kiosk	97

Lydia DeBauche

Department of Planning and Landscape Architecture  
College of Letters and Science

University of Wisconsin - Madison  
Madison, WI

May, 2023