

CE 4920W Civil Engineering Projects II
Section 002D – Prof. Lownes
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CE16: Thompson Pop Up Vendor Village



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Executive Summary

For many years, Thompson’s large industrial mills served as the heart of this small town. Now in this post-industrial age, Thompson is working to revitalize the once-thriving downtown district, and regain neighborhood cohesion. One of their revitalization initiatives is this senior design project, their new “Pop-Up Vendor Village,” debuting in the near future at the town’s Riverside Park.

DASSigns was tasked with the design and layout of this vendor village to cater to the residents of Thompson. Each of the chalet designs has been inspired by a historical building from each of the ten different villages within Thompson, working together with the Thompson Historical Society to ensure that the town’s historical charm is well represented in the final park. To further guarantee the success of the revitalized Riverside Park, DASSigns has also expanded the scope of the project to include added signage and transportation improvements to the site to increase accessibility and add an element of placemaking.

With a vendor village that matches Thompson's character, a transportation network that connects the park to the rest of the town center, and added amenities to enhance the attractiveness of the park and the village, Thompson will have the opportunity to regain a sense of a proper downtown and provide flexible opportunities for local businesses to have their own storefronts. In conjunction with the ongoing effort to readapt the nearby historic River Mill, this project is a step towards Thompson’s future.

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Figure 1: The image above depicts the area that we will be utilizing for the “Pop-Up Vendor Village.”



Figure 2: Aerial view of Riverside Park from Google Earth



Figure 3: View of Main Street from Route 12, Entrance to Riverside Park on the Right



Figure 4: View of Route 12, Main Street and Riverside Park on the Left

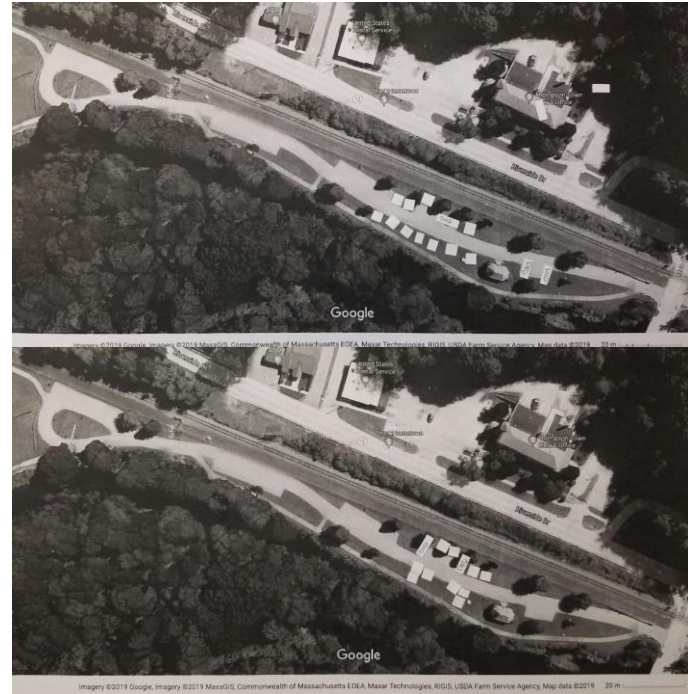


Figure 5-8: Preliminary chalet placements (Left Top 1, Right Top 2, Left Bottom 3, Right Bottom 4)

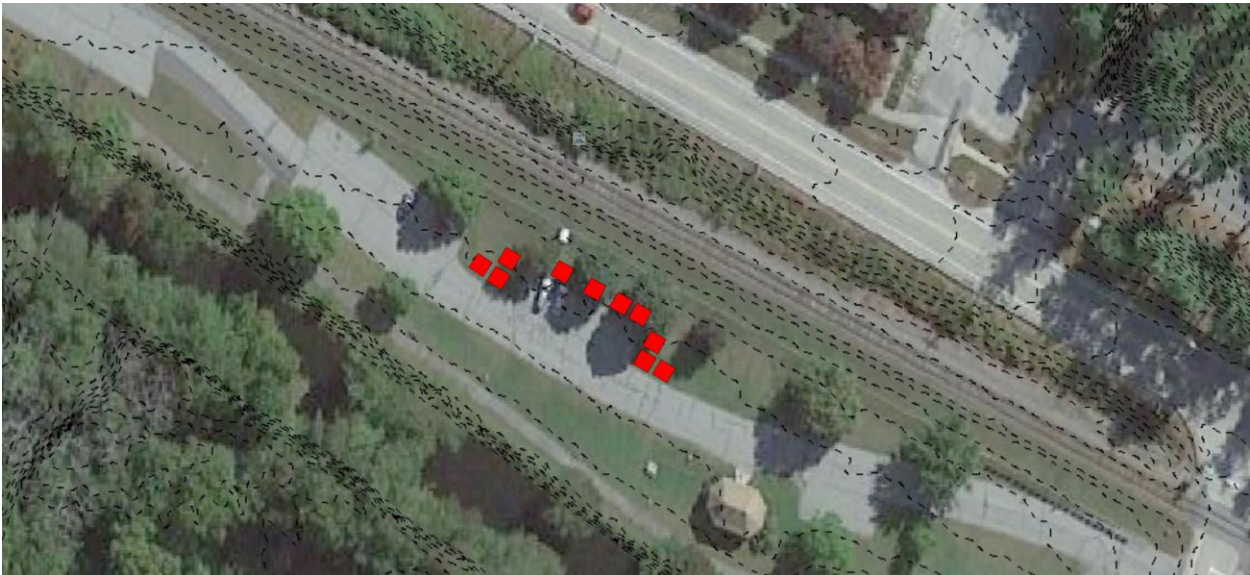


Figure 9: Final Chalet Layout Option 1



Figure 10: Final Chalet Layout Option 2



Figure 11: Proposed sidewalk to Riverside Park entrance and outlined pathway from main parking option.



Figure 12: The first Chalet built by Dave Eddy on display at Thompson Community Day



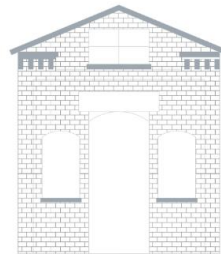
Thompson Hill
Old Bank



Fabyan
Pepin's Store



Wilsonville
Keegan Mill



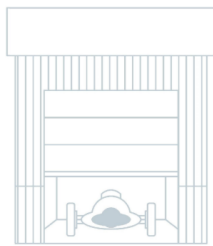
Mechanicsville
Kenney Store



North Grosvenordale
Hose House



West Thompson
Sacred Heart Church



East Thompson
Speedway



Quaddick
Bowen's Tavern



Quinebaug
Railroad Station



Grosvenordale
Belding's Guard
Building

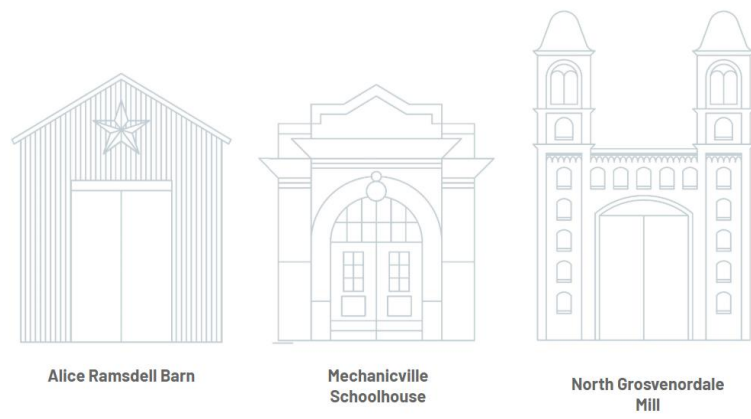


Figure 13: CAD modeled façades

10'x10' 3D Chalet Models

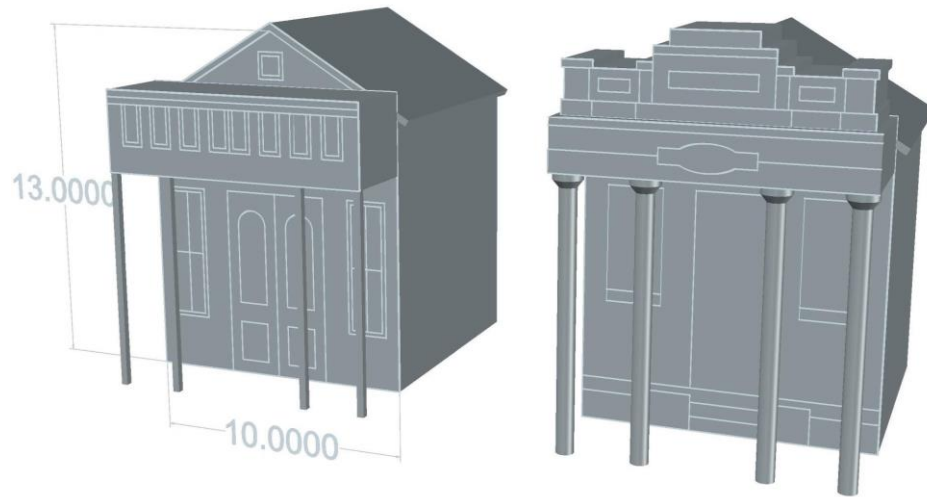


Figure 14: (left to right) 3D CAD Façade Drawings of Pepin's Store and Old Thompson Bank

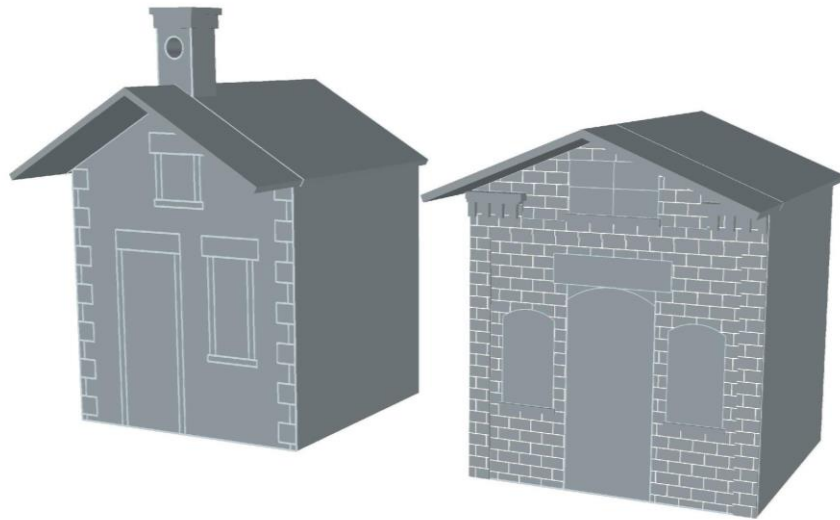


Figure 15: (left to right) 3D CAD Façade Drawings of Keegan Mill and Kenney Store

10'x10' 3D Chalet Models Continued

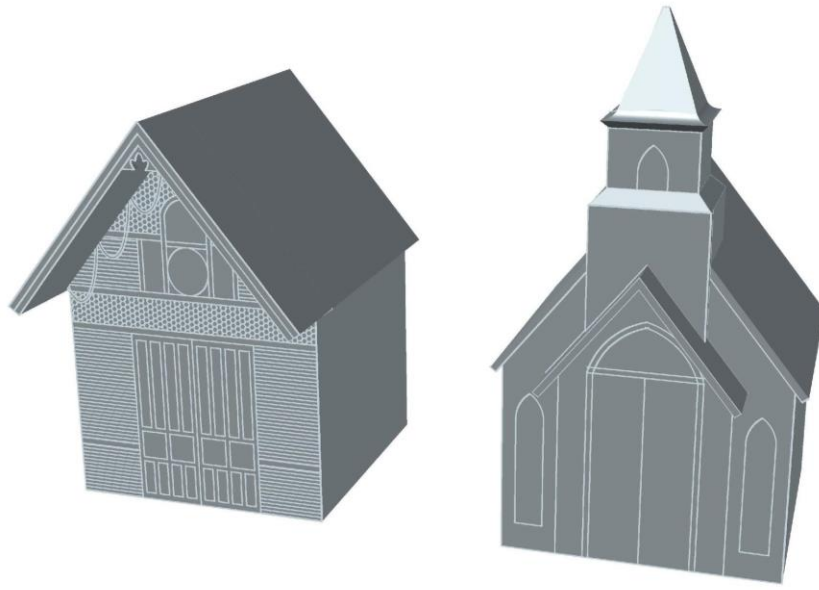


Figure 16: (left to right) 3D CAD Façade Drawings of Hose House and Sacred Heart Church

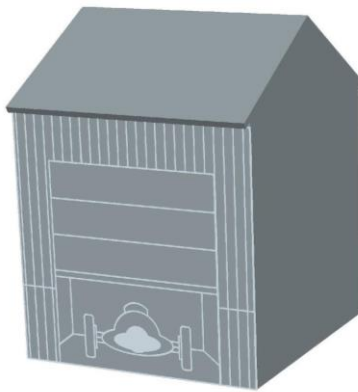


Figure 17: (left to right) 3D CAD Façade Drawing of Thompson Speedway

12'x8' 3D Chalet Models

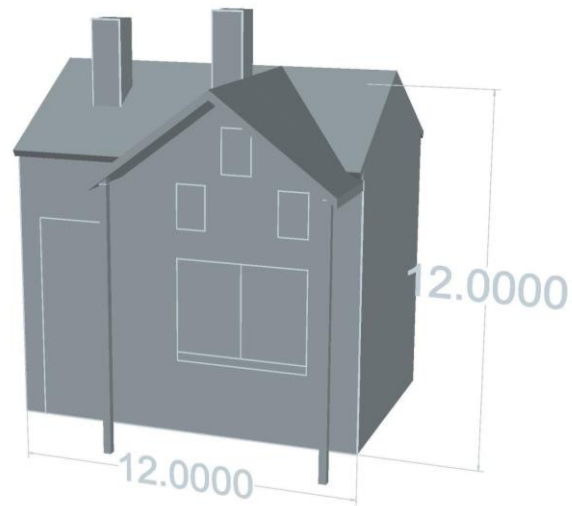


Figure 18: 3D CAD Façade Drawing of Bowen's Tavern

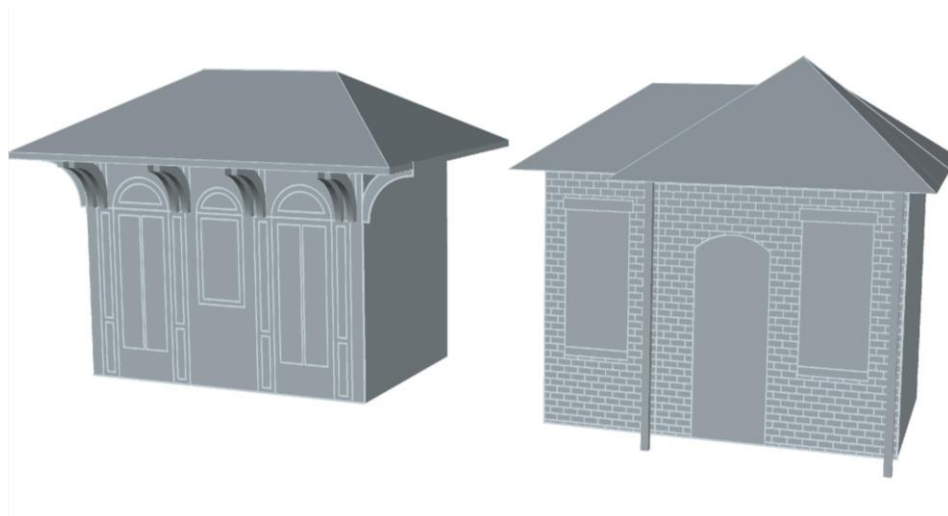


Figure 19: (left to right) 3D CAD Façade Drawings of Quinebaug Railroad Station and Belding's Guard House

Extra 3D Chalet Models

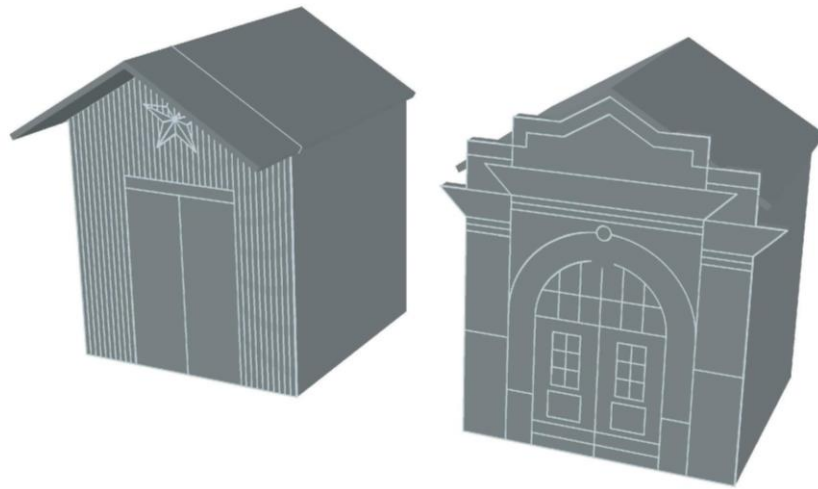


Figure 20: (left to right) 3D CAD Façade Drawings of Ramsdale Barn and Mechanicsville Schoolhouse

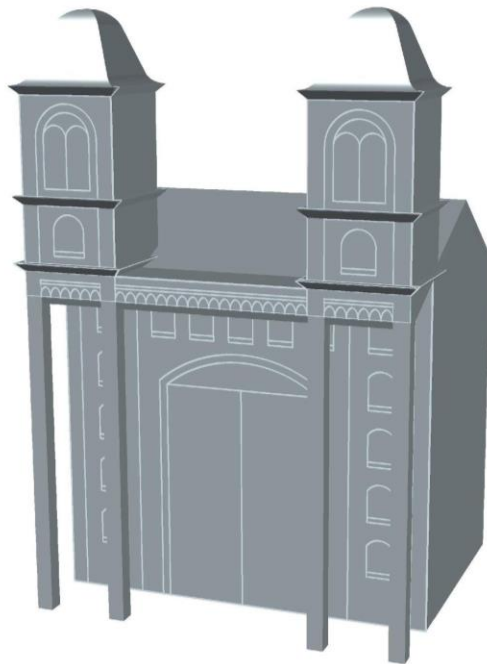


Figure 21: 3D CAD Façade Drawing of the North Grosvenordale Mill

Introduction

In coordination with the Town of Thompson located in the northeastern corner of Connecticut, Uconn Senior Design team, DASSigns, plans to design a pop-up vendor village in their Riverside Park. The Town of Thompson is a historical mill town that is striving to adapt to a non industrial era. The town has a major historical presence with its abandoned mills yet an underdeveloped downtown. Thompson plans to renovate the Grosvenordale Mill by adding high end apartments

and spaces for commercial use. With this expected growth, the town wants to promote their small businesses with a pop-up vendor village, creating an active downtown area in Riverside Park between the Mill and Main Street. The goal of this project is to set up ten chalets for vendors to rent, with room to expand. The chalets will be wooden sheds with facades inspired by the late Victorian architecture that is common to the area. We will encourage people and businesses by creating a walkable layout for Riverside Park and provide recommendations for additional amenities to improve the site for recreational use.

Existing Conditions

Riverside Park is a long and narrow stretch of land alongside the French River in Thompson, Connecticut. It has an asphalt car path going through it which ends in a loop around a flagpole in front of a large multipurpose field. It has three rectangular patches of asphalt alongside it intended for parking. Between the road and the river is a walking path which connects back into the road, encircles the field, and goes across a footbridge to the Thompson Public Library before joining with the Main Street sidewalks.

Inside the park, there is a gazebo which is used as a stage for concerts. There are also two picnic tables, a few benches, and trees for shade in the park.

Riverside Park is located to the left turn off of Main Street going down the hill. Main Street has sidewalks and fading crosswalks, but there is no crosswalk into the park itself. The real main street of Thompson is now Route 12 (Riverside Drive) where the speed limit is 35 miles per hour and people tend to speed by the park. Between the park and Route 12 is a railroad that only further minimizes the park and requires a chain link fence to stretch the distance of the park. Based on its location, the park should be a central feature of the town. It is across the street from Thompson's schools and town hall. Additionally, it has access by foot to the public library and nearby neighborhoods. However, the car-centric surrounding infrastructure limits its use.

We had to make sure that the asphalt path from the entrance to the flagpole was completely clear in case there was an emergency situation and emergency vehicles needed to use the area.

Relevant Design Criteria

Thompson's goal is to use this Pop-Up Vendor Village as a first step in enhancing their own downtown and bringing back vitality to the neighborhood. We approached the problem with that goal in mind. We need to incorporate elements that work to make Thompson's downtown a destination with its own sense of place that brings economic growth to the town.

To gain an understanding of the engineering approaches that could support this goal, we drew upon design manuals that focused on town main streets and community building. The design manuals we referenced for guidance in this project can be found in the References section of this report.

From these design manuals, we identified five major factors that would impact the success of this project. They are as follows: Placemaking, Pedestrian Experience, Automobile Considerations,

Land Use, and Building Design. We also identified specific items that would support the success of each factor.

Placemaking:

Street Furniture helps support a place as a destination and encourages people to stop and spend. (California DOT, 2013)

Public Art creates a sense of place by reflecting local values. (California DOT, 2013)

Informational Signage can help identify local landmarks and features of interest to visitors. (Oregon DOT, 1999)

Maintenance can ensure quality and show care in the community. (Oregon DOT, 1999)

Pedestrian Experience:

Smaller Blocks lead to more connectivity and shorter distances between destinations which is more conducive to walking. (ITE, 2010)

Connections to Destinations are key to a network that is convenient, There should be connections between homes, schools, shopping areas, public services, recreation, and transit. (Maryland DOT, 2003)

Special Places make an area memorable and create a welcoming pedestrian environment. This can be accomplished with: plazas, courtyards, squares, interesting building facades, street furniture art, plantings, and aesthetic paving, especially paired with historical and cultural elements. (Maryland DOT, 2003)

Human Scale gives things for the pedestrian to look at and help a pedestrian feel welcome. These include windows, display cases, sidewalk cafes, and other people. (Oregon DOT, 1999)

Automobile Considerations:

Creating an Entrance to Downtown helps drivers understand where they are going and causes them to slow down and take in the scene around them. This can be accomplished with curbs, a median, fountain, monument marker, welcome sign, public art, or banners announcing events. (Oregon DOT, 1999)

Visual Cues that help accentuate the “entrance” to downtown include planters, landscaping, ornamental lighting, flags, benches, and other street furniture. (Oregon DOT, 1999)

Access to destinations can be supported with on-street parallel parking and well-managed parking rather than poorly managed parking lots that interrupt connectivity. (ITE, 2010; Oregon DOT 1999)

Land Use:

Variety of Uses and Activity are key to a successful downtown. Single-zoned land uses spread out activity whereas mixed use residential and commercial lead to more people using the street and greater commercial activity. (Oregon DOT, 1999)

Vacant Lots lead to gaps in the town fabric and can be very detrimental but there are many opportunities to repurpose a vacant lot into new spaces such as: pocket park, skateboard park or playground, pedestrian shortcut, public restroom, staging area for exhibits and markets. (Oregon DOT, 1999)

Public Lands are able to draw visitors from other places. (Alta Planning + Design, 2016)

Building Design:

Enclosure helps pedestrians feel more comfortable. Having a 1:4 building height to thoroughfare width is when people first feel the enclosure. (ITE, 2010)

Visually Interesting buildings make a place friendly and enhance feelings of security and encourage window-shopping. It can be achieved with displays, windows, murals, secondary entries, balconies, color, texture, and landscaping. (Oregon DOT, 1999)

Active Use is appealing in businesses. They should show that the town is busy and inviting. (Oregon DOT, 1999)

Analysis of Alternative Design Concepts

Turning Riverside Park into a pop-up vendor village required a three-pronged approach where we provided designs for the chalet layout, the chalet façades, and supporting site improvements.

Chalet Layout

The project proposal included four different preliminary layouts. The goal of the initial layouts was to provide the town with a variety of different layouts so the town could communicate what worked in each of them and what did not so we could use that feedback for a final layout. Different factors we explored were how clustered together the chalets were, how far into the park they were placed, and what side of the park they were placed on.

Placements 2, 3, and 4 (Figures 6-8) utilized both sides of the park in an effort to provide a more enclosed, village-like feel. However, with feedback from our February 5, 2020 meeting with the Town of Thompson, we agreed that putting the chalets on both sides of the park has the negative effect of obstructing the view of the French River. The town favored Placement 1 (Figure 5) which features linear placements of the chalets along the safety fence that separates the park and the train tracks. It achieved the goal of both showcasing the river and obscuring the chain link fence that the town views as an unpleasant but necessary part of the park.

Another concern that was brought up was how deep into the park the village would start. Placement 1 had the vendor village start at the entrance of the park, which the town noted brought with it some issues. During the summer the gazebo regularly hosts concerts where visitors regularly sit on the grass across the paved drive. By placing chalets here, we would eliminate this necessary seating. We determined that for the final layouts the first chalet would be placed after the gazebo.

The location of the chalets with respect to the existing paved parking areas was also another item on which we received feedback. We had initially thought that during the times when the village was active the park would be closed off to most vehicles (excluding vendor's vehicles and other essential vehicles). While we would still recommend this, the town brought up that the chalets will likely remain in place all summer (and possibly winter) even when not in use so they should not be located on the parking areas or they would be blocking parking. The importance of on site accessible parking and drop off zones for vendors and their merchandise was also noted to be an important need.

Other design limitations to consider are making sure to avoid existing natural features (steeply sloped areas, trees, etc.) and existing park features (drain grates, etc.). Due to the pop up vendor village being a transitional project, we did not have to take into consideration the soil properties of the site or avoid the mildly sloped areas as the sheds can easily be levelled.

In summary, the following considerations led to our final design:

- ⏏ Chalets should be placed only alongside the eastern side of the park to not obstruct views of the river.
- ⏏ Chalets should begin only after the gazebo to ensure space for concert seating.
- ⏏ Chalets should not be placed on the paved areas to maintain vehicle accessibility.
- ⏏ Chalets should avoid existing natural features and permanent park features.

Chalet Façades

The number of chalets for this initial run of Thompson's very own pop-up has always been ten. The town decided on 10 chalets as a strong start to the project that would leave room to expand in the future. In our initial meeting our sponsors wanted the vendor village to capture the essence of the late Victorian and mill town architecture of the town. Our research into Thompson brought to light that this historical Connecticut mill town comprises ten villages. Having each chalet represent a village was an easy decision, especially when we connected it to the town's on-going branding project which has the slogan of "Ten Villages, One Town."

One of the most important aspects of this project has been making sure the vendor village project fits with the identity of the town and will be able to be embraced by its residents, who we were warned can be resistant to change. To enhance the community involvement in the project we decided to conduct polls of which buildings residents would like to see represented in these chalets. Working together with Thompson's Historical Society we chose two iconic structures from each village that were then posted as weekly polls on the town's Facebook page. The Town Hall also provided paper ballots to allow for both online and in-person voting to reach as wide of an audience as possible.

The prototype chalet built by Dave Eddy as shown in Figure 12 is a traditional 10' x 10' shed and we were told that we can alter the dimensions as long as we remain consistent in the total floor area of the sheds. We initially looked into changing the shed dimensions to 8' x 12' which would give two different façade options helping add visual variety within the park.

In our meeting with Dave Eddy we asked for possible design constraints he would face to see how much detail can be added to the façades. Both Dave Eddy and our sponsor put emphasis on making sure that these façades can be removable as the future of the pop-up vendor village is not predictable. These chalets are not meant to be permanent fixtures to Riverside Park; once this pop-up serves its function of revitalizing the town's main street and in bringing small businesses out of their garages, the town's plan is to sell back the sheds, so they must maintain their original function.

Site Improvements

The goal of this project is not only to create the chalets, but to use the pop-up vendor village as a kickstarter for growth in the whole town. For this goal to be met, the park has to better connect to

the rest of the town. A large problem right now is that the park needs better access, especially by foot. The main road next to the park sees very fast traffic and is not pedestrian friendly. Traffic calming features must be implemented on Riverside Drive if Thompson wants to make it a successful downtown area . Additionally, crosswalks and sidewalks in the surrounding area lack cohesion and often lead to jaywalking to get to the park area. The bridge that connects the park from the rest of the town only has a sidewalk the far side from the park which does not promote easy access to the park. We envision the park being better connected to the surrounding neighborhoods, the mill, and the school and town hall.

The lack of crosswalk at the entrance of the park is the most immediate need for safety and accessibility. Especially during days where the pop-up vendor village will be in use, there is not much available parking in the park itself. Having a safe and accessible path from the park to the church overflow parking lot and the town hall will improve access to the park. A supporting improvement or another alternative would be to add a sidewalk on the park side of the existing bridge. This may require widening the bridge and renovating sidewalks along main street.

There is also a small unused lot across the river from the park. Since one of the goals of this project is to reconnect Thompson to its downtown and motivate the creation of downtown storefront businesses, it would be useful to integrate this lot as part of that effort. Connecting this lot to the park would encourage walking to the park from this area and access to this area from the park. There is already a footbridge on the northern end of the park and the addition of another bridge to this lot will create an uninterrupted pathway from the downtown area to Riverside Park. However, due to a large patch of woodland and the river between this lot and the park, environmental protection standards will provide challenges to the implementation of this idea.

Signage and wayfinding are another important aspect to the project's success. Currently, the fence and the railroad track serve to hide much of the park from those driving through Thompson on Route 12, the main thoroughfare through the center of town. The Town of Thompson has a wayfinding project underway that intends to place informational signage throughout the town. By adding the park and the pop-up vendor village to this effort it will improve the visibility of the park and support our placemaking goals. A strong entryway will also support this effort.

Parking has been a major concern throughout this project. While the park is small, on days where it is holding events the vehicles needed to bring in the many visitors in this auto-centric area far outnumber the amount of available parking in the park itself. Currently, the park makes use of the overflow parking lot owned by the nearby St. Joseph Roman Catholic Church. An additional option for parking is the nearby Town Hall. There is little opportunity for building new parking in the immediate area so connecting the park to these lots is the best approach to ensuring parking for the area. Another complication is that while the St. Joseph's lot is currently what is often used during large park events, it is privately owned property that the town can not guarantee the use of. Church events will take precedence over activities related to the pop-up vendor village.

Additional Considerations

Riverside Park is located near the North Grosvenordale Mill which is currently in negotiation with redevelopment plans suggesting a permanent commercial area in the downtown area. Along

with the newly developed high end apartments between the Mill and the Park, Thompson's large scale revitalization plan closely resembles New Urbanist principles:

New Urbanism promotes the creation and restoration of diverse, walkable, compact, vibrant, mixed-use communities composed of the same components as conventional development, but assembled in a more integrated fashion, in the form of complete communities (newurbanism.org)

New Urbanist communities follow ten design principles including, but not limited to, walkability, connectivity, mixed-use and diversity, smart transportation, and quality of life and can be planned in all levels of development. As mentioned in the Site Improvement section above to insure regular traffic to the vendor village improvements must be made for pedestrian transportation and while the addition of a crosswalk to prevent jaywalking is a good first step, the park will benefit greatly from making pedestrian only roads in the future to add walkability as well as connectivity to the proposed greater downtown area.

Design Description

The final design consists of the proposed chalet layout, designs for the ten chalets, and recommended site improvements.

Chalet Layout

The preliminary layout designs were broad in design as to give the Town of Thompson a variety of styles the vendor village can be displayed. After the initial vote in favor of Placement 1, new layouts were devised to reflect the town's preference to hide the chain link fence, prevent river view obstructions, and keep the entrance open plan to allow for other park activities and minimal on-site parking.

With the design considerations given in our analysis of design alternatives, we have presented two potential layouts for Riverside Park shown in Figures 9 and 10. Layout 1, which has the chalets more clustered together maintains the village-esque atmosphere of Placement 4. Layout 2 is more linear and spaced out to give each vendor more outdoor space to interact with customers. Layout 2 also allows for additional picnic tables and benches to be integrated within the vendor village area to add variety to the park to promote regular use of the park and not just on vendor village days. While the primary goals of this project are to improve the town's economy by creating a storefront of small business and revitalize the town's main street, it is important that the revitalization continue post vendor village and to achieve this secondary goal, it is important to add design elements that will draw crowds to the park regardless of Vendor Village days.

Chalet Design

The final structures chosen were determined from the poll results.

Fabyan:

Pepin's Store – 22 paper and 26 online = 48

Paine District School – 11 paper and 16 online = 27

Wilsonville:

Adams Store – 2 paper and 11 online = 13

Keegan Mill – 5 paper and 25 online = 30

Quaddick:

Bowen's Tavern – 22 paper and 7 online = 29

Post Road Tavern – 9 paper and 19 online = 28

Quinebaug:

Railroad Station – 22 paper and 24 online = 46

Barnes Tavern – 9 paper and 4 online = 13

North Grosvenordale:

Hose House – 27 paper and 73 online = 100

Paradise Block – 6 paper and 44 online = 50

Grosvenordale:

Hutchinson Store – 13 paper and 12 online = 25

Belding's Guard Building – 16 paper and 9 online = 25

Thompson Hill:

Old Bank – 24 paper and 59 online = 83

Old Town Hall – 9 paper and 22 online = 31

West Thompson:

Alice Ramsdell Barn – 11 paper and 29 online = 40

Sacred Heart Church – 21 paper and 22 online = 43

We received in total 229 individual paper votes, with an average of 29 paper votes per village. From the online polls were received 402 individual online votes, with an average of 50 votes per village. The only village that did not have a formal poll is East Thompson; the East Thompson Speedway was chosen to bring sponsorship to this project. From these votes the final structures were chosen are as follows (village: building):

Thompson Hill: Old Bank

Quaddick: Bowen's Tavern

Grosvenordale: Belding's Guard Building

Quinebaug: Quinebaug Railroad Station

Fabyan: Pepin's Store

Mechanicsville: Kenney Store

North Grosvenordale: Hose House

West Thompson: Sacred Heart Church

Wilsonville: Keegan Mill

East Thompson: Speedway

All façades are presented in Figure 13. along with additional façades for North Grosvenordale Mill and the Mechanicsville Schoolhouse.

Input from the town made it clear that one of the biggest goals in the chalet design was variety. They wanted each façade to be different, different dimensions for some of the sheds, and

different overhangs. The chalets lined up should look like a tiny little village with each building bringing its own personality. Therefore, each chalet has its own unique facade design and features. These are clear in the 3D models in Figures 14-21. Many of the sheds share a basic shape, the most common is 10'x10' but there are also some 12'x 8'. Additionally, each chalet design has some kind of overhang in the front to create an outdoor space for the vendor to operate in.

The most basic 10'x10' shed design is used for the sheds based on the Old Bank, Pepin's Store, Kenney Store, Keegan Mill, The Thompson Speedway, and the extra Mechanicsville School and Alice Ramsdell Barn. These all use the same shed most similar to the prototype made by dave eddy. In addition to their unique facade design, they have distinct design features.

The Kenney Store, Keegan Mill, and Ramsdell barn designs have a roof that extends 3 feet beyond the facade, this too can be made removable to allow the shed to be repurposed. However, the mill and barn have slightly steeper pitched roofs than the Kenney Store design. Any roof extensions can be supported by additional columns if the carpenter deems it necessary. the keegan mill also features a functional window.

Designs like the Old Bank, Pepins Store, and Mechanicsville School have facades that will hide the profile of the shed. In the cases of the bank and pepins store, this facade will also feature an overhang that will extend from face and mimic the actual building, these additions will have columns to help support them. The old bank is also designed with skinny double doors and windows that can be opened when the chalet is in use.

One of the most simple designs is the Thompson speedway which is the basic 10'x10' shed turned sideways. This design will have doors on the sides and a large window in the front. This window mimics the design of the garage doors at the speedway and when in use should open up to create an awning above the window.

Designs also using 10'x10' sheds are the Hose House and the Sacred Heart Church. These designs have a steeper pitch in the roof. The Hose House has an extended roof and the Church has a smaller extended roof that will attach onto the facade to create the illusion of the entrance. Additionally the sacred heart church facade will feature a steeple on top that can be removed. The Hose House facade has sweeping arcs coming down from the roof, these are meant to be banners, they are not part of construction and can be added on site.

Bowen's Tavern, Belding's Guard Building, Quinebaug Railroad Station, and the extra North Grosvenordale Mill designs use 12'x8' shed with the 12' side as the facade. These distinct forms provide different shapes in the vendor village and the larger face offered more options for storefront windows and doors.

The Railroad Station and Belding's Guard building are designed with hip roofs. These will overhang the entire structure by two feet. The railroad station is designed with decorative aches to support the roof and two doors separated by a functional window. The Guard House has an additional roof section that will mimic the shape of the actual

Guard House. This piece should be removable and will be supported by columns that will create a similar shape to the actual guard house building.

The Design for bowens Tavern was a point of contention. In the polls Bowens Tavern beat Post Road tavern by one vote. However, these are the same building but in different time periods. The given reference showed the building from the side view. This is the angle that was chosen to make the acade. This angle was used because it provided a new and different shape for the vendor village whereas the current facade of the real Bowen's Tavern is very similar to other designs that were chosen. This 12'x8' shed has a gable roof that spans the long way. It also has an additional roof perpendicular to the main roof. This provides an overhang above a large vendor window. This overhang will be supported by columns. The door is to the left of the space created by the overhang. This design also features two ornamental chimneys.

The North Grosvenordale Mill is an iconic image of thompson. Therefore a mill inspired design was made as an option for the town to use beyond the original ten. This design has a gable roof that overhangs an extra two and a half feet over the facade. Above the overhang is a facade piece that features two 3'x3' spires. Columns come down from the sides of the spires to support the overhang.

Site Improvements

To improve access to the park we recommend the placement of a crosswalk on Main Street to connect the existing southern crosswalk to the entrance of the park. The crosswalk will be located directly west of the railroad crossing, where the signage and warnings for the railroad crossing will serve a dual purpose of increasing driver awareness for both the train and pedestrians using the crosswalk. Without this crosswalk, there is no safe path to enter the park on foot by the main entrance.

For future improvements, the path from the Town Hall parking lot to the park should be improved. Even with the implementation of the previously mentioned sidewalk, pedestrians are still being forced to cross two sidewalks to reach the park when their destination is just across one road. By adding a crosswalk to the northern part of the Route 12/Main Street intersection the amount of road crossings would be reduced to one. This would be safer and more accessible. This would also require the addition of sidewalks to the northern side of Main Street from Route 12 to the entrance to Riverside Park. While that would serve the purpose of connecting the park to the Town Hall, connecting the park to the rest of the town is still an issue that should be addressed. Further down Main Street there is sidewalk on the northern side, but it ends before the bridge. If this sidewalk were to be continued along the bridge and connected all the way to the Route 12 sidewalk this would go a long way to supporting a cohesive pedestrian network in the downtown of Thompson. Especially with the renovation of the North Grosvenordale Mill into apartment housing and the trend towards New Urbanist, walkable neighborhoods, taking efforts to reinforce the pedestrian infrastructure will provide these "connections to destinations" that will help to support the town's overall pedestrian experience. The addition of a footbridge connecting the park to the town-owned lot across the river was another improvement that we mentioned in the design alternatives. While it has some of its own difficulties associated with

implementing it, it would also strengthen this network and should be something to be considered in the future.

Adding signage to the area falls neatly within the Thompson Branding Committee's wayfinding project. We officially recommended that Riverside Park be a key location included in the project, with specific signage for the pop-up vendor village upon its implementation. We also recommend a gateway to the entrance of the park matching the style of the signage. An archway would help draw attention to the park and add to it a unique sense of place. It is important to note that something such as an archway needs to be able to allow emergency vehicles to enter the park without hindrance.

Parking will consist of the spots within the park with the Town Hall parking lot being used on days with larger events that merit the closing of the interior of the park to vehicle traffic. While the St. Joseph's lot remains an option, the project should not depend on that lot as it is still privately owned and reserved for church functions.

Implementation

The main part of this project, the chalets, will be funded by the town as well as sponsors, grants, and donations. Once final funding for the project is secured, local carpenter Dave Eddy will be working with his team to create the chalets using our designs described above. Once they are complete, they will be transferred to the park the same way the example shed was transferred on Thompson Community Day.

The main costs of this project are incurred by the creation and transportation of the chalets to Riverside Park. It is estimated that the cost of each of the chalets will be around \$3,600. So the total cost will come out to be \$36,000. The town has secured funding for 5 chalets and has high expectations for 5 more to be built with donations. We recommend reaching out to businesses such as the Thompson Speedway who are being represented in the design of the facades to obtain more funding. Implementing our site recommendations would significantly raise the cost and are therefore included as recommendations, not necessities. The town still asked for these recommendations in the hope of securing grant funding in the future to make improvements to the town as they see fit.

The town previously secured a BAR grant from the state that is funding other projects in Thompson, including the rehabilitation of North Grosvenordale Mill. In February we spoke to CME Associates to learn about the work that they are doing with Thompson and they mentioned they are using the BAR grant to create plans for intersection redesigns so when funding to build comes in the designs will be construction ready. We mentioned that we would like to recommend the addition of a crosswalk to Main Street so that it is safer for the people within the town. CME took this suggestion and while the intersection has not been added to the scope of the BAR grant, from which funds are running low, they have added it to the scope of a different project. Route 12 recently received funding from the Local Transportation Capital Improvement Program (LOTICIP) to rehabilitate the sidewalks along a large section of this road which includes the Main Street intersection. While that intersection was not originally part of the scope of the project, it has since been added due to our recommendation. This new project is not something

we have direct influence on, but we hope to see some of our suggestions implemented in the near future.

Future operation of the village will be conducted completely by the town. While the town does not want to inhibit vendors with high rental costs for the chalets, we suggest low costs will serve to cover some maintenance and improvement costs. The season would include all months from May to October and vendors can pay \$10 a day to sell their product. If this does not include holidays and other days where the village will not be in operation, such as due to weather, the cost for each of the vendors would add up to approximately \$1,800 per vendor. This would bring in a revenue of \$18,000 for the first season. This would be able to pay off the first year's expenses and look into different ways to expand the project or make it more aesthetically pleasing.

Maintenance of the park is minimal. The park will be able to continue with its current maintenance plan with some provisions for upkeep of the chalets due to use and weathering. With the proposed \$1800 yearly revenue of the vendor village, our recommended use of it would be to invest towards more picnic tables and lighting to make the vendor village more inviting and aesthetically pleasing as well as extend its operation hours beyond sunset.

The pop-up vendor village was originally scheduled to debut this summer. However, with the Covid-19 pandemic, the opening is likely to be delayed.

Conclusions

Thompson, Connecticut has developed a rich history since the American Industrial Revolution and its residents are all engaged in keeping Thompson a historical treasure trove. The main goal of this project is to revitalize the town's main street by developing a pop-up vendor village in Riverside Park. To reflect on the town's historical charm, DASSigns designed the village to integrate buildings with historical and personal significance to the town's residents. The final layouts given in this report effectively combines the input of project sponsors after our initial chalet placements and the facade designs are directly based on resident polls. To further supplement these design suggestions, DASSigns proposed ideas, such as adding a crosswalk by the site entrance and entry signage to the engineering firm, CME, for site improvements that will make Riverside Park more attractive to pedestrians. DASSigns hopes that this report will give the Town of Thompson a solid starting point for its pop-up vendor village and lead to a thriving downtown for the town.

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Appendix A: Photographs of the Actual Buildings



Figure A.1: Old Thompson Bank, relocated to Old Sturbridge Village in Sturbridge, MA



Figure A.2: Bowen's Tavern, facade design perspective from the left side of this photograph



Figure A.3: Belding's Guard House

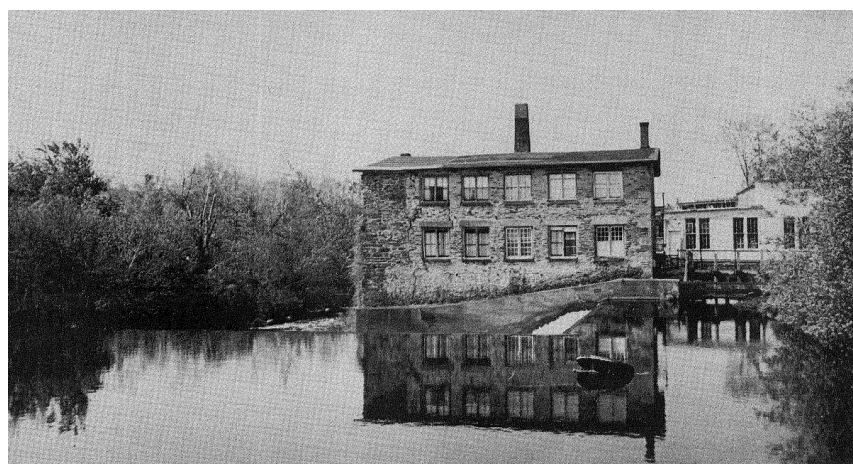


Figure A.4: Keegan Mill



Figure A.5: Pepin's Store



Figure A.6: Kenney Store



Figure A.7: Hose House



Figure A.8: Sacred Heart Church

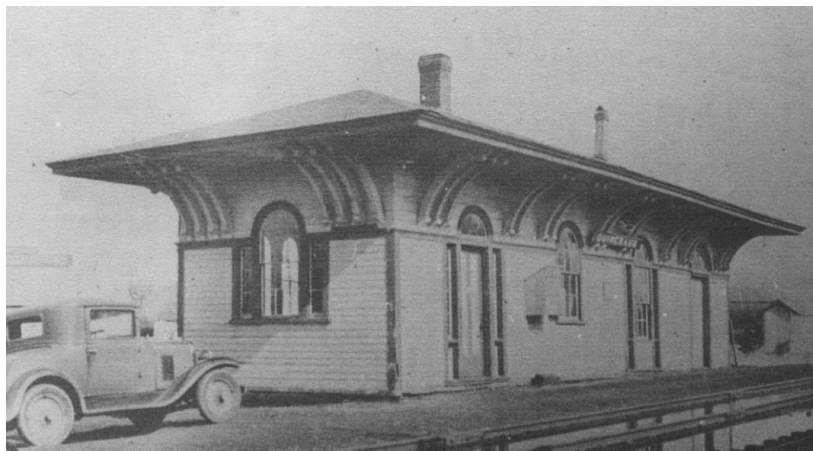


Figure A.9: Quinebaug Railroad Station