



BOSSFORWARD

Growing Our Community Together

BOSS ASSEMBLY

November 21, 2023

Sinking Spring Revitalization

Smart Growth
Complete Streets
Form-Based Code

2012 Smart Growth Award Sinking Spring Revitalization Project

- 2008 – Borough determined traffic congestion was reason for declining business activity
- 2009 – BOSS 2020 organized; developed Official Map for redevelopment
- 2010 – Conducted Land Use & Traffic Planning for western Berks municipalities
- 2010 – Assisted Boscov's West redevelopment to "Spring Market Center"
- **2011 – BOSS 2020 CBD infrastructure & revitalization plan using Smart Growth, Complete Streets and Form-based code to guide redevelopment.**
- 2012 – Smart Growth Alliance First Annual Smart Growth Award



First Annual Smart Growth Awards
May 30, 2012

THESE 10 PRINCIPLES ARE CONSIDERED THE FOUNDATION OF A SMART GROWTH APPROACH

- **Mix land uses:** Generates more people, supports businesses, improves safety, and enhances vitality while improving tax revenues for municipalities.
- **Compact design:** Encourages growth upward maximizing public investment in water and sewer lines, roads, and emergency services.
- **Range of housing choices:** Housing in commercial districts breathes new evening and weekend life into neighborhoods influencing economic opportunities and costs of living.
- **Walkable neighborhoods:** Walking is a convenient, affordable, and healthy way to get around. Activated by smart street design, walking is practical, safe and convenient.
- **Promote districts with a strong sense of place:** Attracts new residents and visitors and supports a vibrant community for the people who already live there.
- **Preserve open space, natural beauty, and critical environments:** People desire access to natural recreation areas, which translates into demand for housing and tourism.
- **Direct development in existing communities:** Makes the most of investments already made in infrastructure, while strengthening local tax bases.
- **Variety of transportation choices:** Public transit, safe, convenient biking and walking infrastructure helps attract talent, and improves the day-to-day lives of existing residents.
- **Make development decisions predictable, fair, and cost effective:** Municipal support for pedestrian-oriented, mixed-use projects, provides leadership to the private sector.
- **Community & Stakeholder collaboration in development decisions:** Community needs inclusive & equitable strategies are best defined by people who live and work there.



WHAT DO COMMUNITIES GET FOR THEIR INVESTMENT IN COMPLETE STREETS PROJECTS?

Projects tended to improve safety for everyone, increased biking and walking, showed a mix of increases and decreases in automobile traffic, were remarkably affordable, and generated new net businesses with increased employment and higher property values.

- **Safety overall:** The \$\$\$ impact of collisions and injuries nationwide is billions of dollars annually. Complete Streets approaches over time have the potential to avert millions in personal costs.
- **Increased Multi-modal:** The real value of a transportation system is in creating an interconnected network, whether for people in cars, on transit, walking, or bicycling.
- **Affordability:** Complete Streets projects cost significantly less than conventional transportation projects yet *can still deliver benefits* like better safety performance and use by more people.
- **Net new businesses:** Complete Streets infrastructure is quieter, friendlier, is better for their customers, and business owners agree, it creates a more desirable place to locate and operate businesses.
- **Higher employment levels:** We found that more people were employed along Complete Streets projects after a project was completed than before.
- **Higher property values and private investment:** New private investment in buildings along corridor would influence that property's value and might raise values of surrounding properties.

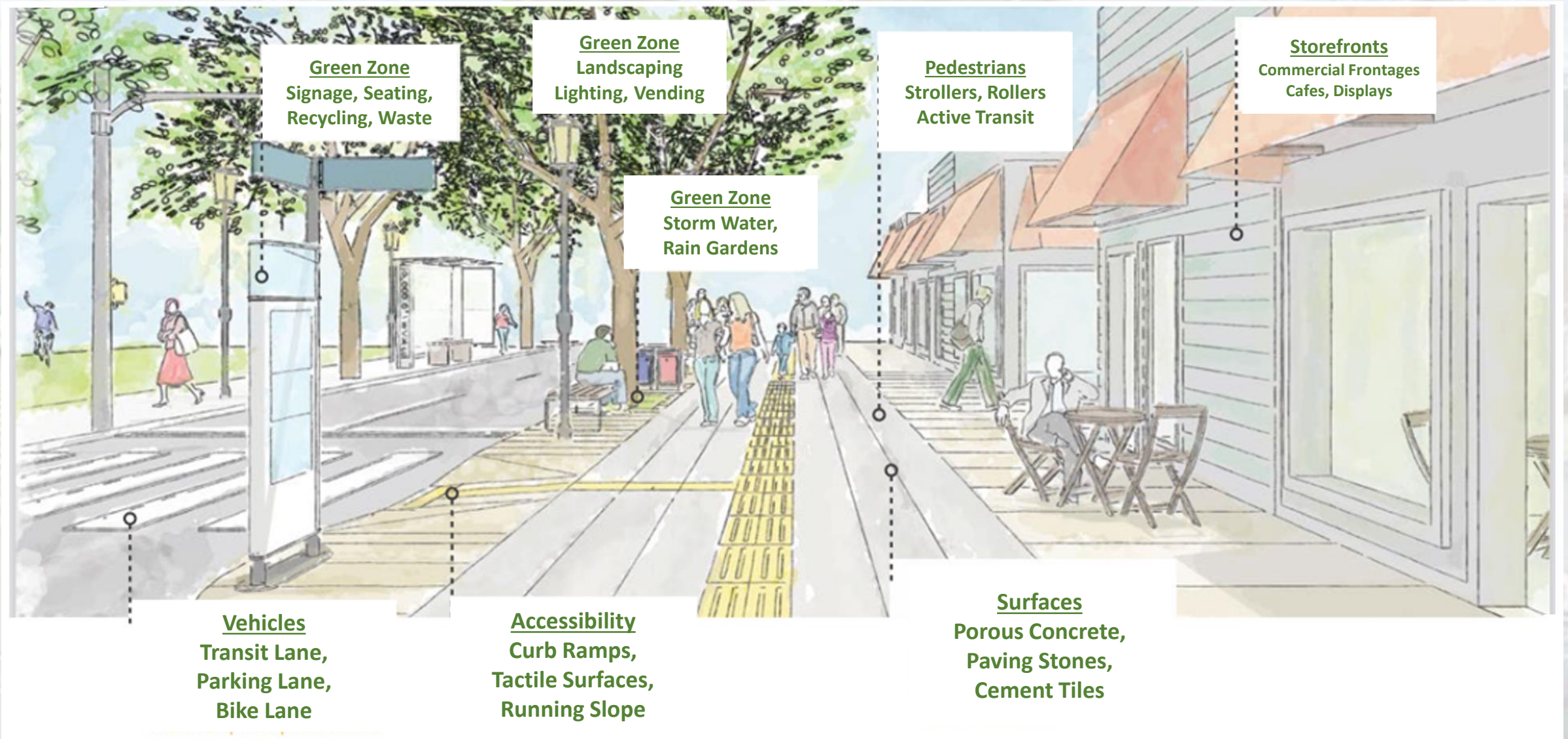


NATIONAL
COMPLETE STREETS
COALITION

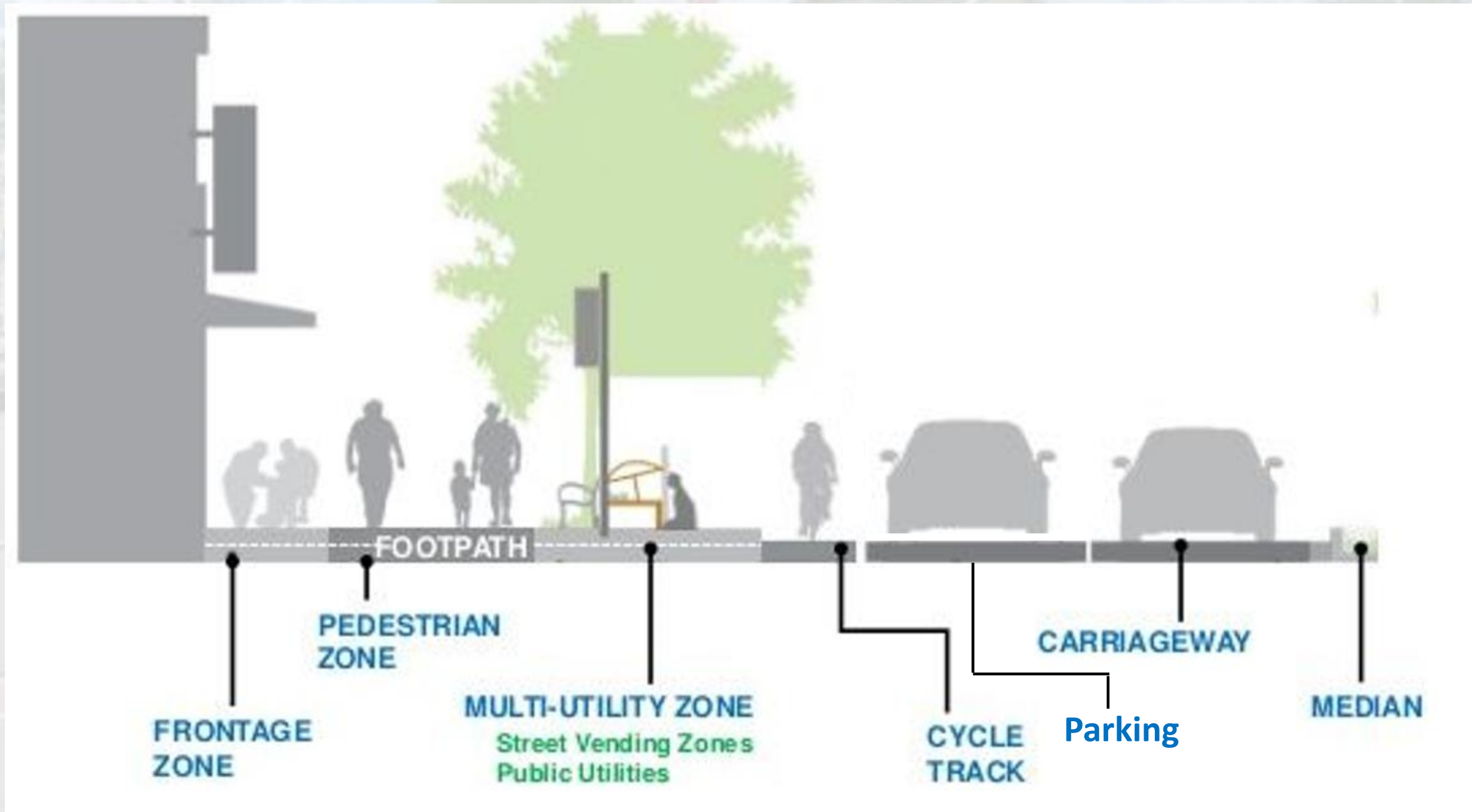
let's complete america's streets

Promotes the development and implementation of policies and professional practices that ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.

Complete Streets



Complete Streets





ZONED IN

Economic Benefits & Shared Prosperity
with Form-Based Codes

FBCI Form-Based
Codes Institute



Smart Growth America
Improving lives by improving communities.

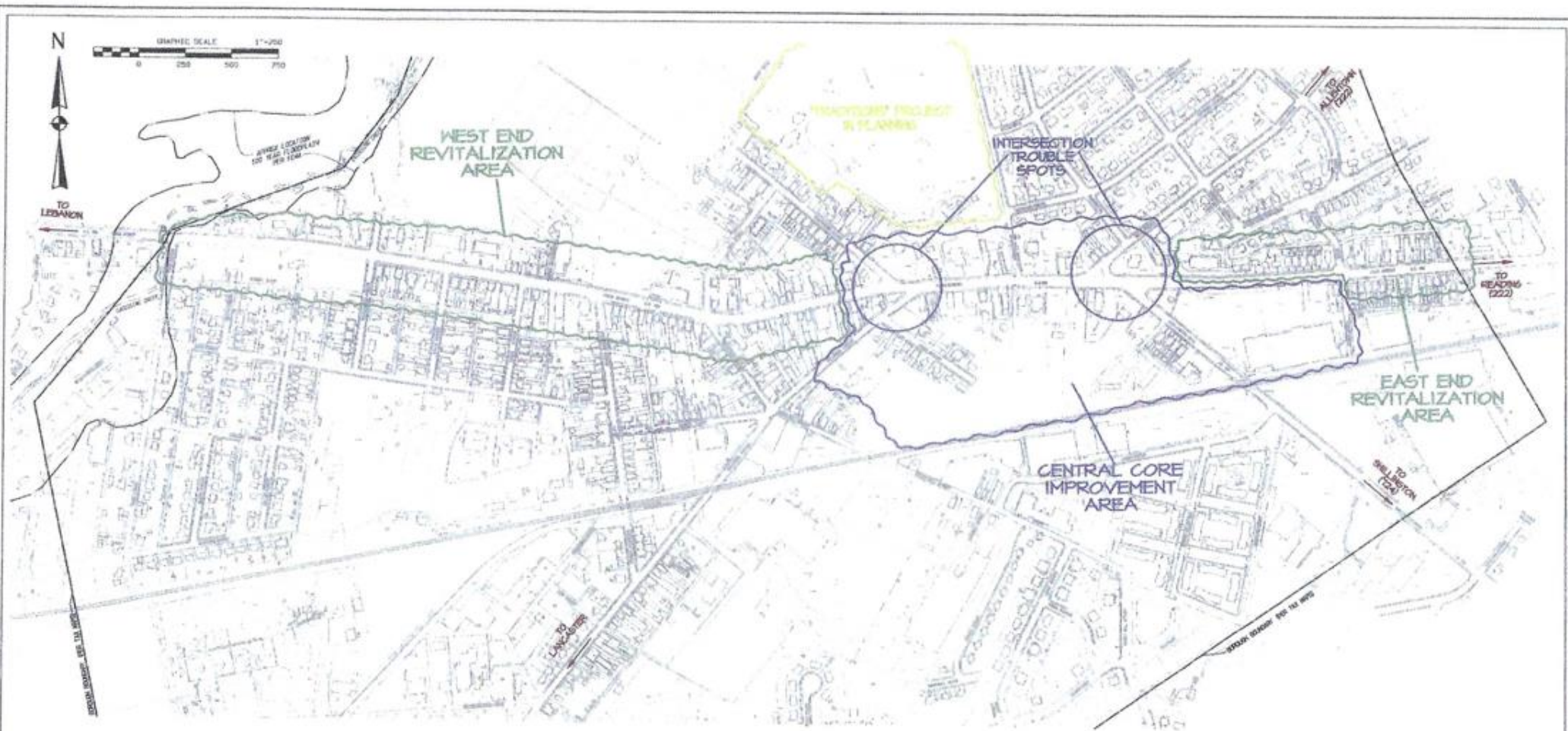
FORM-BASED CODE WILL GUIDE NEW TOWN CENTER DEVELOPMENT



Benefits of Great Places

Project
for Public
Spaces

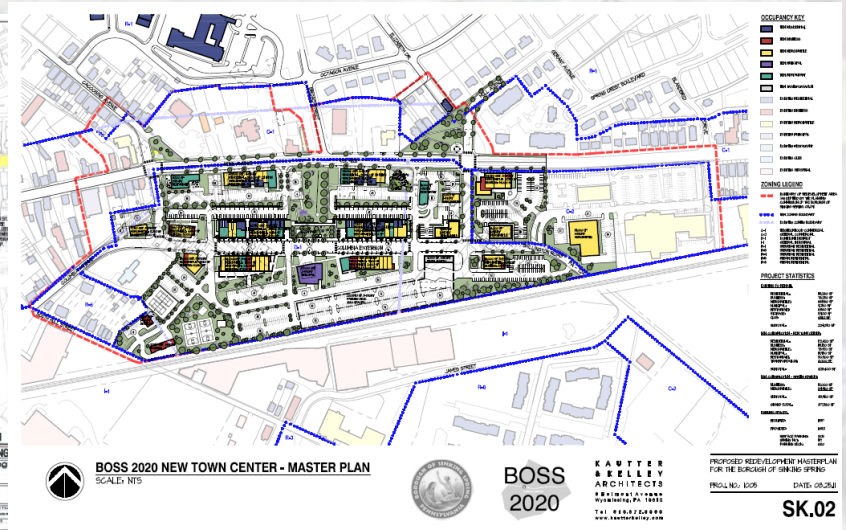
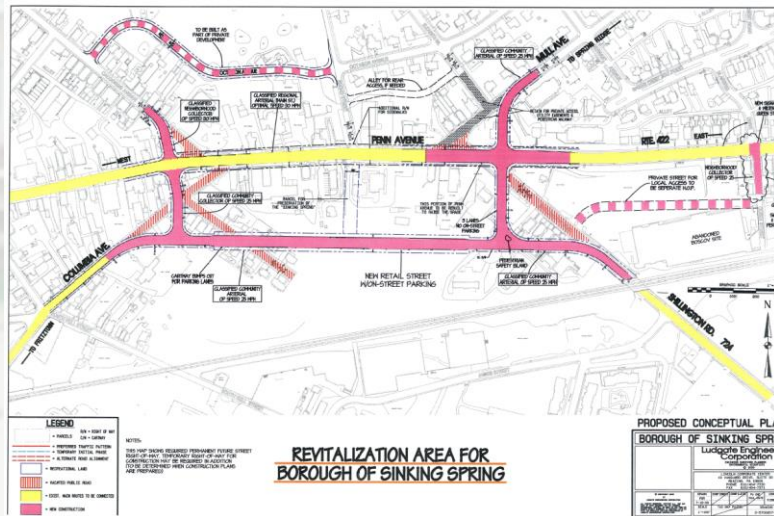
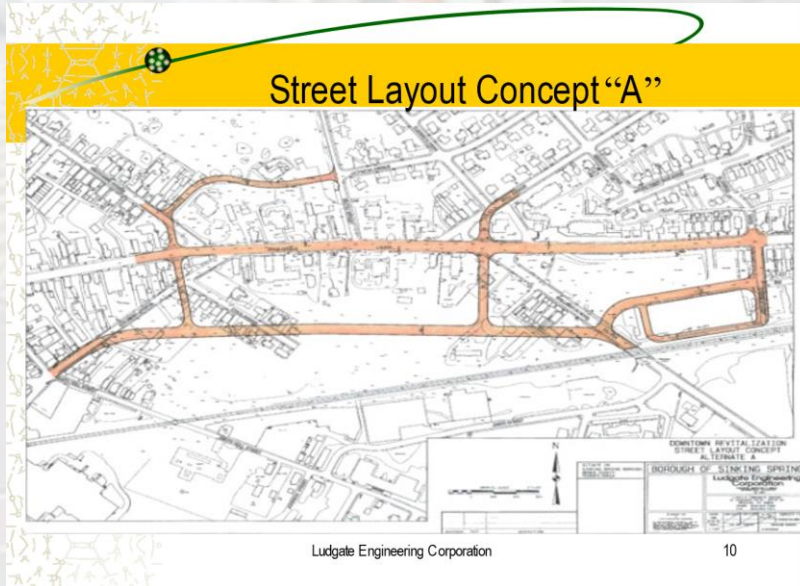
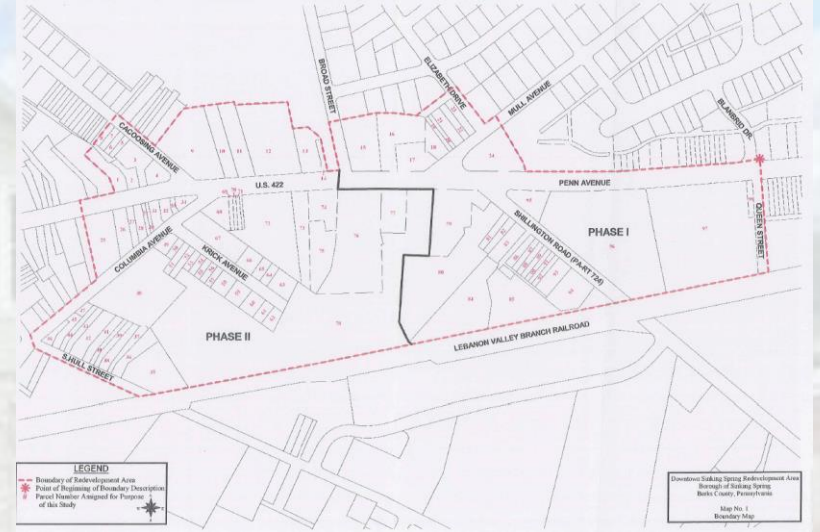
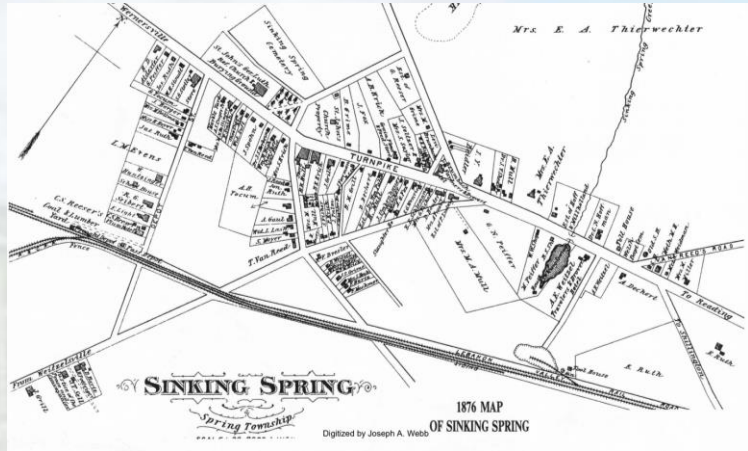


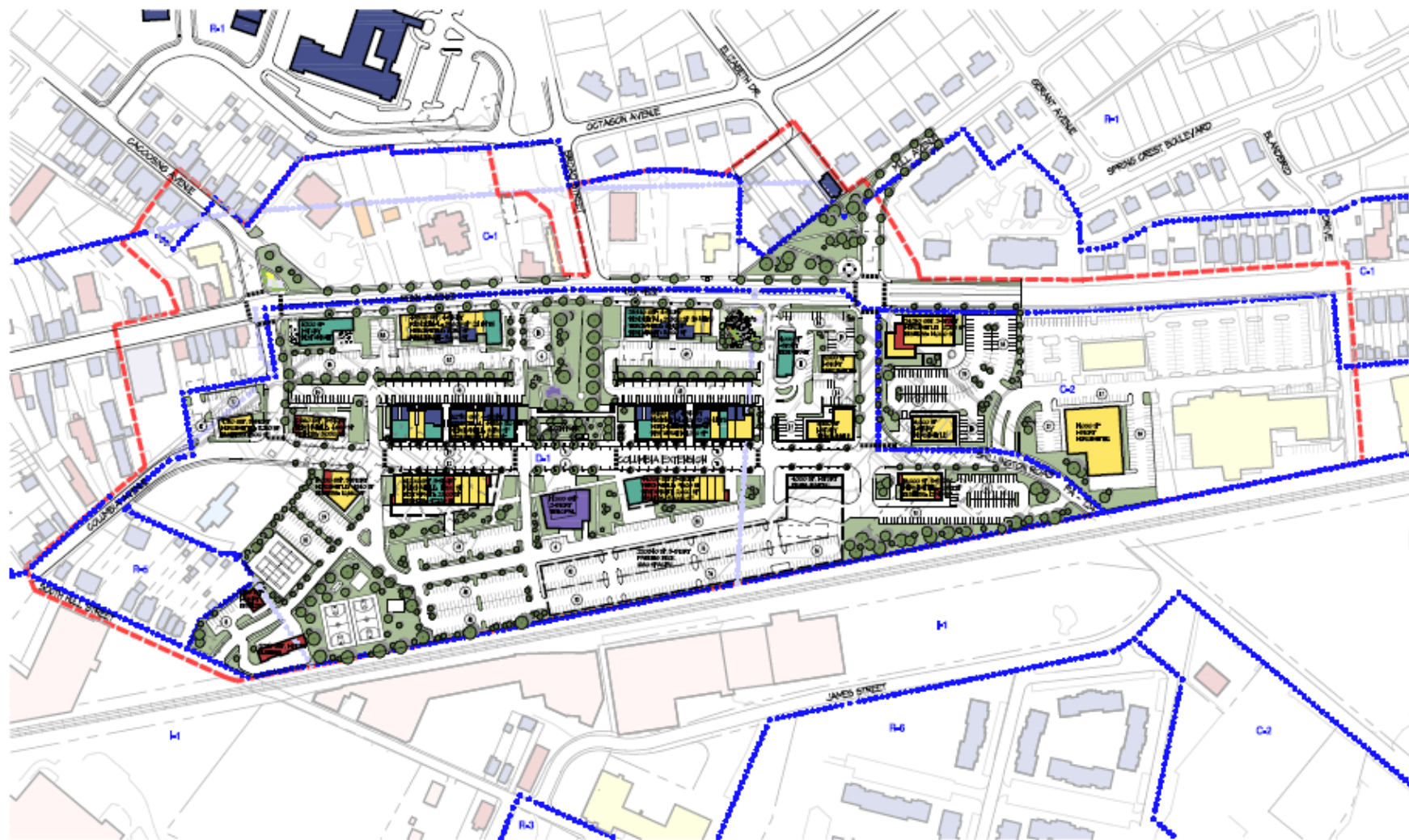


GOALS

- + WEST AND EAST REVITALIZATION AREAS TO HAVE STREETSCAPE & FACADE IMPROVEMENTS
- + CENTRAL CORE IMPROVEMENT AREA TO HAVE MAJOR TRAFFIC IMPROVEMENTS AND TOWN CENTER REDEVELOPMENT

BOROUGH OF SINKING SPRING REVITALIZATION PLAN OVERALL MASTER GOALS





OCCUPANCY KEY

- RESIDENTIAL
- BUSINESS
- RETAIL/WHOLESALE
- INDUSTRIAL
- RECREATION
- NOT DEVELOPED
- EXISTING RESIDENTIAL
- EXISTING BUSINESS
- EXISTING RETAIL/WHOLESALE
- EXISTING INDUSTRIAL
- EXISTING RECREATION
- EXISTING LOT
- EXISTING PAVEMENT

ZONING LEGEND

- BOUNDARY OF REDEVELOPMENT AREA (AS SHOWN ON THE PLANNING COMMISSION'S REDEVELOPMENT MAP)
- NEW ZONING DISTRICT
- EXISTING ZONING DISTRICT
- C-1
- C-2
- C-3
- C-4
- C-5
- C-6
- C-7
- C-8
- C-9
- C-10
- C-11
- C-12
- C-13
- C-14
- C-15
- C-16
- C-17
- C-18
- C-19
- C-20
- C-21
- C-22
- C-23
- C-24
- C-25
- C-26
- C-27
- C-28
- C-29
- C-30
- C-31
- C-32
- C-33
- C-34
- C-35
- C-36
- C-37
- C-38
- C-39
- C-40
- C-41
- C-42
- C-43
- C-44
- C-45
- C-46
- C-47
- C-48
- C-49
- C-50
- C-51
- C-52
- C-53
- C-54
- C-55
- C-56
- C-57
- C-58
- C-59
- C-60
- C-61
- C-62
- C-63
- C-64
- C-65
- C-66
- C-67
- C-68
- C-69
- C-70
- C-71
- C-72
- C-73
- C-74
- C-75
- C-76
- C-77
- C-78
- C-79
- C-80
- C-81
- C-82
- C-83
- C-84
- C-85
- C-86
- C-87
- C-88
- C-89
- C-90
- C-91
- C-92
- C-93
- C-94
- C-95
- C-96
- C-97
- C-98
- C-99
- C-100

PROJECT STATISTICS

EXISTING TOTAL	
RESIDENTIAL	10,000 SF
BUSINESS	10,000 SF
RETAIL/WHOLESALE	10,000 SF
INDUSTRIAL	10,000 SF
RECREATION	10,000 SF
NOT DEVELOPED	10,000 SF
TOTAL	50,000 SF
NEW DEVELOPMENT - NEW BUILDINGS	
RESIDENTIAL	10,000 SF
BUSINESS	10,000 SF
RETAIL/WHOLESALE	10,000 SF
INDUSTRIAL	10,000 SF
RECREATION	10,000 SF
TOTAL	50,000 SF
NEW DEVELOPMENT - EXISTING BUILDINGS	
RESIDENTIAL	10,000 SF
BUSINESS	10,000 SF
RETAIL/WHOLESALE	10,000 SF
INDUSTRIAL	10,000 SF
RECREATION	10,000 SF
TOTAL	50,000 SF
GRAND TOTAL	
TOTAL	100,000 SF
PARKING SPACES	
EXISTING	100
PROPOSED	100
TOTAL	200
OFFICE PARKING	100
RETAIL/WHOLESALE	100
TOTAL	200



BOSS 2020 NEW TOWN CENTER - MASTER PLAN

SCALE: NTS



BOSS
2020

KAUTTER
& KELLEY
ARCHITECTS
9 Belmont Avenue
Wyomissing, PA 19610
Tel: 610.872.0000
www.kautterkelley.com

PROPOSED REDEVELOPMENT MASTERPLAN
FOR THE BOROUGH OF SINKING SPRING

PROJ. NO.: 1005 DATE: 08.25.11

SK.02





SCTA SOUTH
CENTRAL
TRANSIT
AUTHORITY
Mobility Hub

- **Waiting Room With Restrooms**
- **Regional Bus Service**
- **Real Time Passenger Information**
- **Bicycle-Scooter Parking**
- **Passenger Car EV Charging Stations**
- **Food Service Café**
- **24/7 Vending Machines**



Boss Proposes a 3-Story Multi-Modal Parking Garage

- Pedestrian Bridges to Mobility Hub & Municipal Complex
- Photovoltaic Paneled Façade w/Glass Elevator
- EV-Gas Vehicles
- Bike Rentals
- Ride Share
- LED Lighting Can be adjusted seasonally
- Ground Floor Bicycle Repair Station
- Restrooms on Each Floor



Boss Seeks a 3-Story Structure

- Borough Hall
- Police
- Library
- Permits
- Zooning
- Public Works
- Public Meeting
- Training Space
- Services
 - Housing
 - Food Assistance
 - More





New Amtrak Bus Service Connects Reading to Pottstown

The New Amtrak Thruway twice-daily Bus Service between Reading and Pottstown connects to Amtrak's network via Philadelphia, to New York, Boston, Washington, Pittsburgh, New England, Virginia, Florida, and destinations throughout Amtrak's national network. The service is being provided by Amtrak in coordination with South Central Transit Authority and Pottstown Area Economic Development.

**Boss Seeks to Extend this service
to link Sinking Spring.**



JOIN:





FIVE GUYS
 BURGERS and FRIES

Phase 1 Development



VILLAGE GREENS COMPLEX

216 PRIVATE APARTMENTS
150 BED ASSISTED LIVING CENTER
CLUBHOUSE & GARAGE



During - 3976 Penn Avenue - After



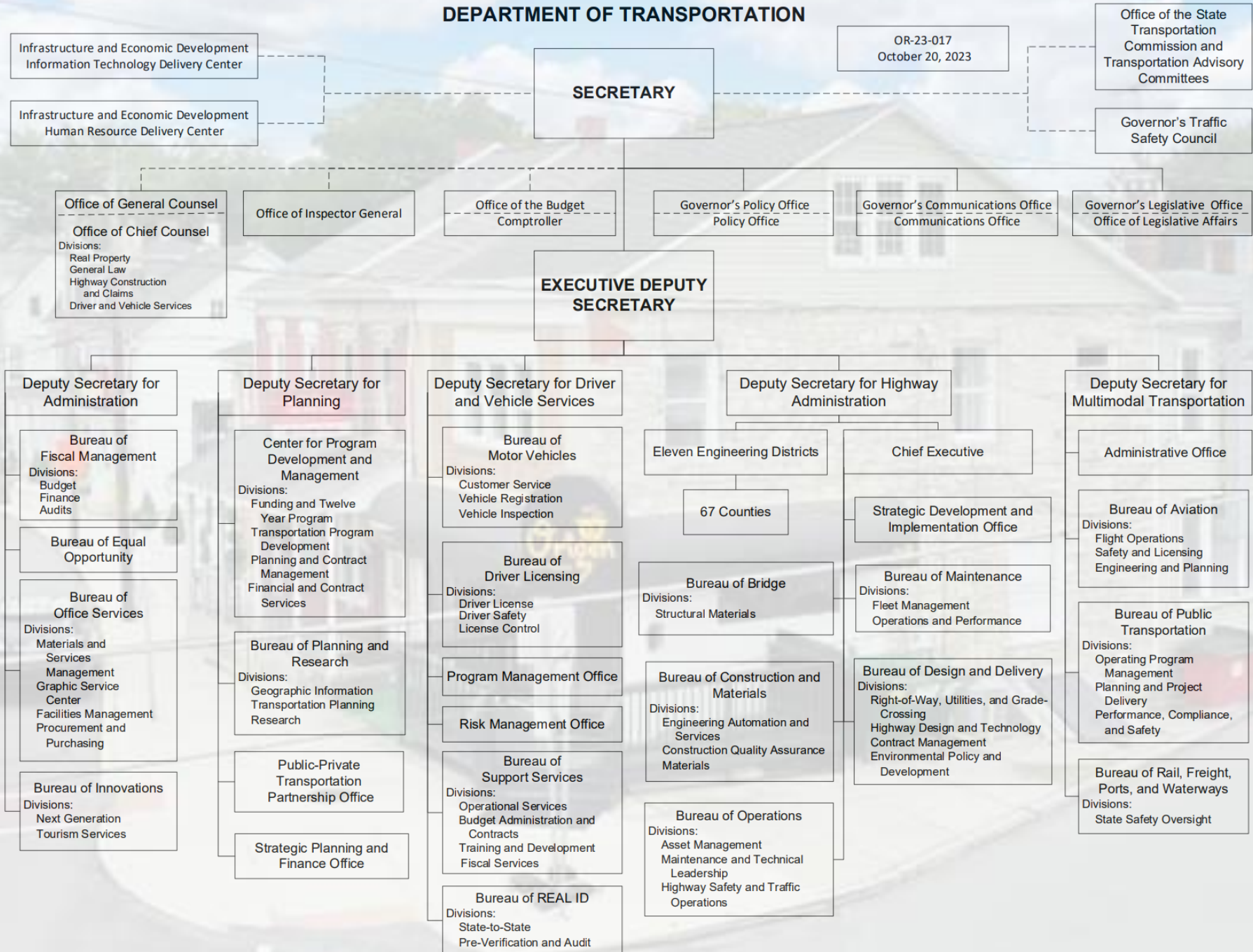
Before - 3705 Penn Avenue - After



Before - 3419-3421 Penn Avenue - After

Before - 3461 Penn Avenue - After

DEPARTMENT OF TRANSPORTATION





Ultimate Buildout

**Logical tie in of Boss Forward planned Improvements
With PennDOT Intersection Improvements**

- Frontage road accesses SR724 at the existing Intersection
- Signal is not required for the initial buildout
- Future signal (if required) would be coordinated with the SR422 signal Similar to diamond interchange ramps)

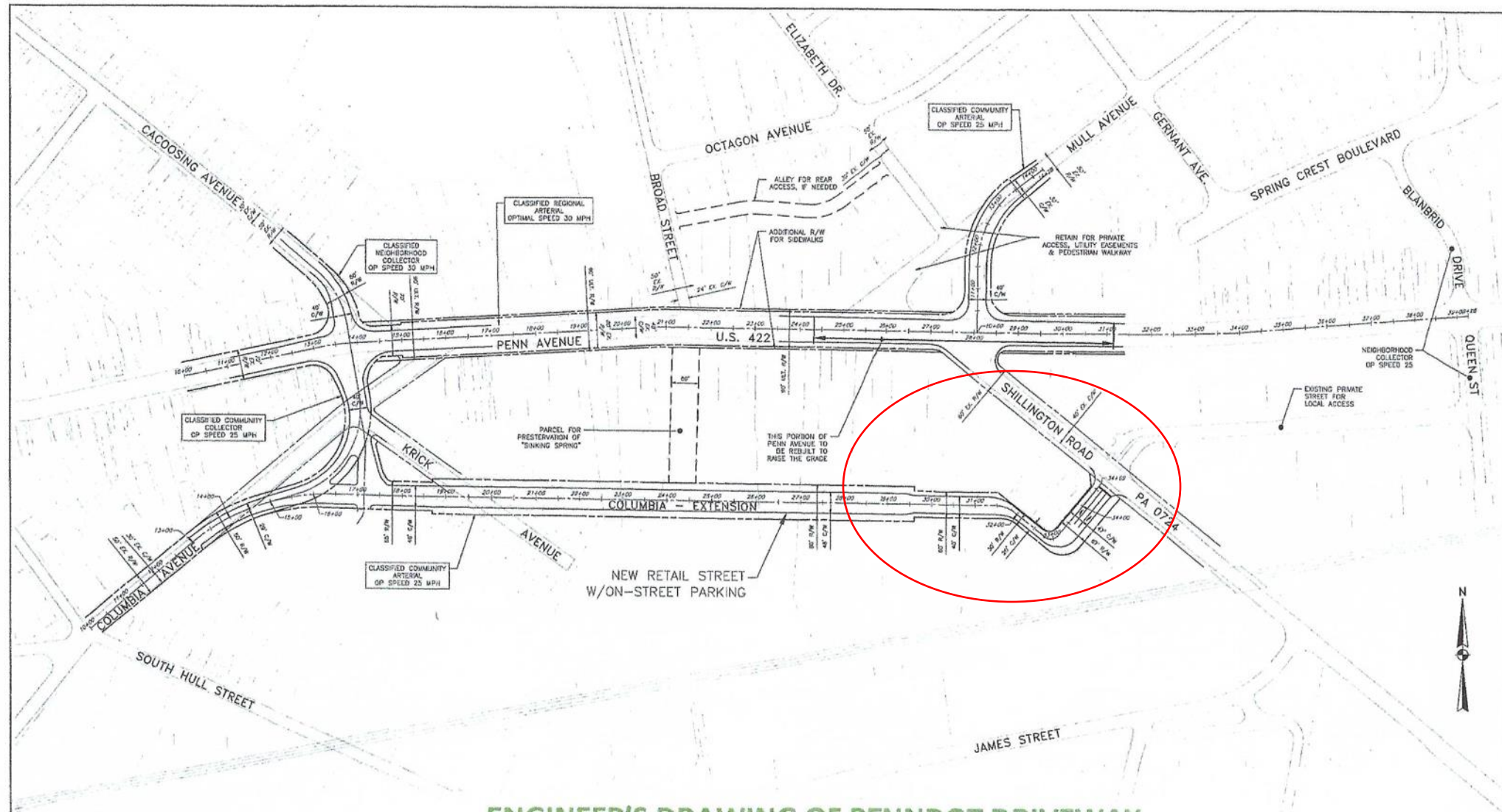
PennDOT's Original Version

Main Street Connection @ Shillington Road

(+) Creates a regulated intersection into/out of New Town Center

(-) No Access to 5 Businesses at Penn Avenue and Shillington Road

(-) Northbound traffic on Shillington Road will back up into new intersection




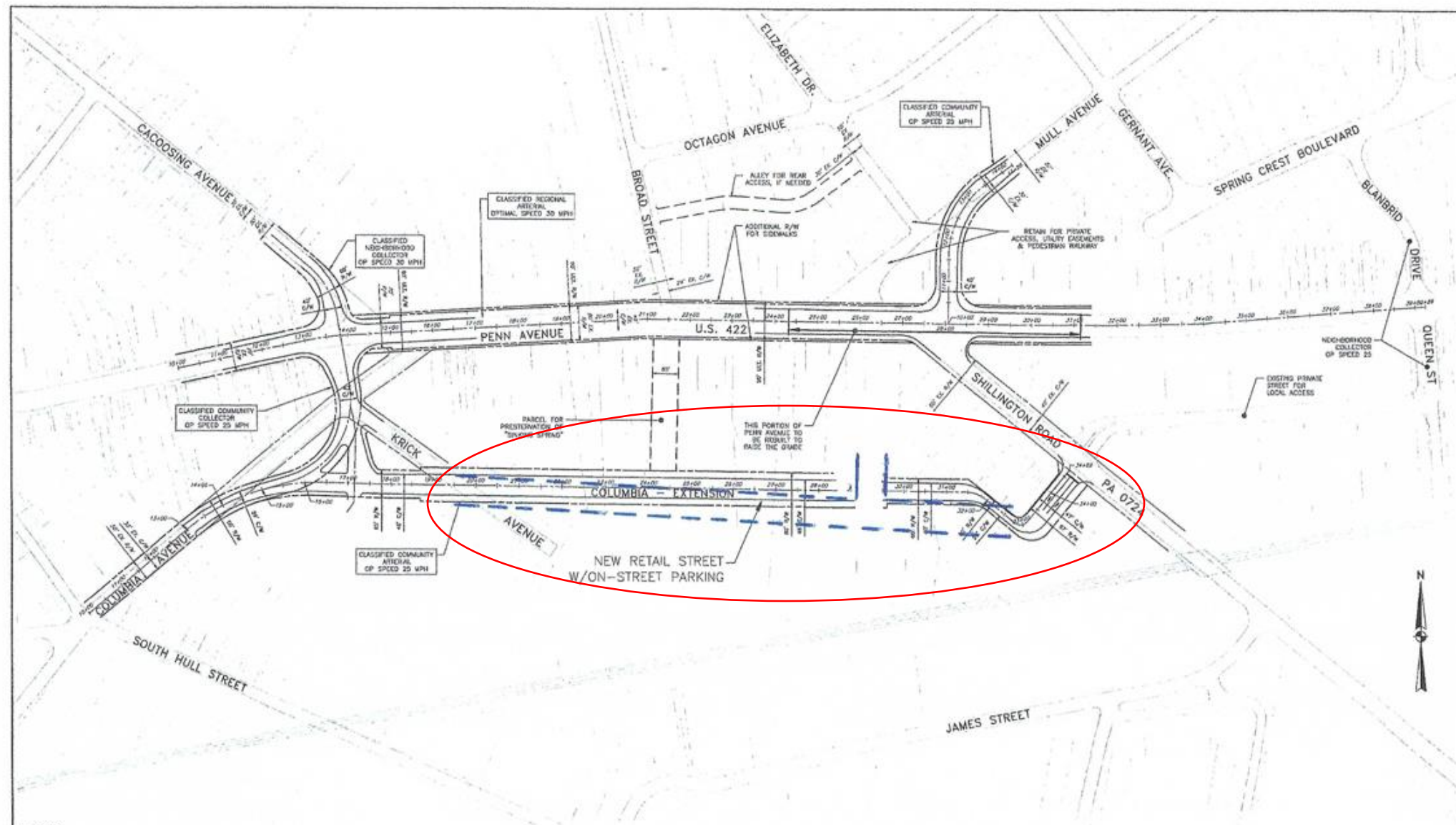
ENGINEER'S DRAWING OF PENNDOT DRIVEWAY CONNECTION TO MAIN STREET & ACCESS TO 5 BUSINESSES USING A REAR ALLEYWAY

LEGEND

- PARCELS
- VACATED PUBLIC ROAD
- FOR PRIVATE ACCESS, UTILITY EASEMENTS & PEDESTRIAN WALKWAY

NOTE:
THIS MAP SHOWS REQUIRED PERMANENT FUTURE STREET RIGHT-OF-WAY.
TEMPORARY RIGHT-OF-WAY FOR CONSTRUCTION MAY BE REQUIRED IN
ADDITION (TO BE DETERMINED WHEN CONSTRUCTION PLANS ARE
PREPARED.)

										ERADY D. SMITH DESIGNED BY		CHECKED												REAL	SEAL	CLIENT & PROJECT	Borough of Sinking Spring 3940 POND AVENUE BERKS COUNTY, READING, PA 19608		PROPOSED CONCEPTUAL PLAN																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
										DRAWN KEL		CHECKED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										



LEGEND

	PROPOSED FUTURE ROAD
	FOR PRIVATE ACCESS, UTILITY EASEMENTS & PEDESTRIAN WALKWAY

NOTE:
THIS MAP SHOWS REQUIRED PERMANENT FUTURE STREET RIGHT-OF-WAY
TYPICALLY 60'-0" WIDE FOR CONSTRUCTION MAPS AS REQUIRED IN
ACCORDANCE TO BE DECORATED WHEN CONSTRUCTION PLANS ARE
PREPARED.

ALTERNATIVE 1 > CONTINUOUS ANGLED MAIN STREET

(+) LESS COST (-) LOSS OF SF FOR MOBILITY HUB/GARAGE/MUNIPLEX

NO. REVISION DATE BY APP. NO.				DATE BY APP. NO.				DATE BY APP. NO.				DATE BY APP. NO.			
DESIGNER DESIGN DRAWN CHECKED DATE				DESIGNER DESIGN DRAWN CHECKED DATE				DESIGNER DESIGN DRAWN CHECKED DATE				DESIGNER DESIGN DRAWN CHECKED DATE			
SEPTEMBER 2023				SEPTEMBER 2023				SEPTEMBER 2023				SEPTEMBER 2023			
BOROUGH OF SINKING SPRING 3042 PENN AVENUE BERKS COUNTY, PENNSYLVANIA 19008 REVITALIZATION AREA FOR BOROUGH OF SINKING SPRING				BOROUGH OF SINKING SPRING 3042 PENN AVENUE BERKS COUNTY, PENNSYLVANIA 19008 REVITALIZATION AREA FOR BOROUGH OF SINKING SPRING				BOROUGH OF SINKING SPRING 3042 PENN AVENUE BERKS COUNTY, PENNSYLVANIA 19008 REVITALIZATION AREA FOR BOROUGH OF SINKING SPRING				BOROUGH OF SINKING SPRING 3042 PENN AVENUE BERKS COUNTY, PENNSYLVANIA 19008 REVITALIZATION AREA FOR BOROUGH OF SINKING SPRING			
321 N. Furnace St. Ste 200 Sinking Spring, Pennsylvania 19088 Tel: 610.374.5395				321 N. Furnace St. Ste 200 Sinking Spring, Pennsylvania 19088 Tel: 610.374.5395				321 N. Furnace St. Ste 200 Sinking Spring, Pennsylvania 19088 Tel: 610.374.5395				321 N. Furnace St. Ste 200 Sinking Spring, Pennsylvania 19088 Tel: 610.374.5395			
PROJECT NO. 051000.12				PROJECT NO. 051000.12				PROJECT NO. 051000.12				PROJECT NO. 051000.12			
SHEET NO. 1 OF 1				SHEET NO. 1 OF 1				SHEET NO. 1 OF 1				SHEET NO. 1 OF 1			



Developer Ready

Boss/Borough Pre-Development Values

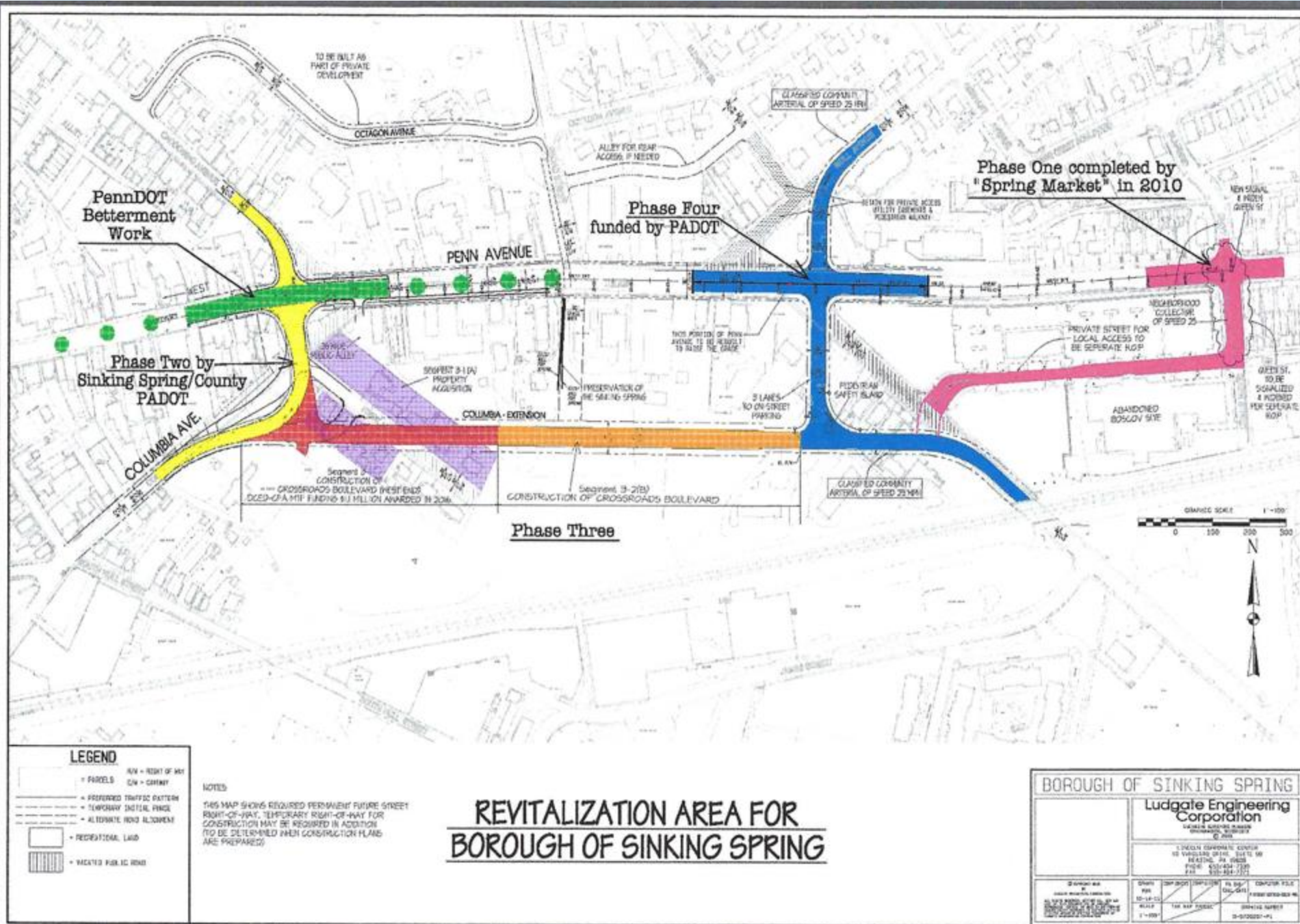
- Transportation Infrastructure Improvements
- Utility Infrastructure Improvements
- Real Estate Acquisition Assistance
- Site Preparation Assistance

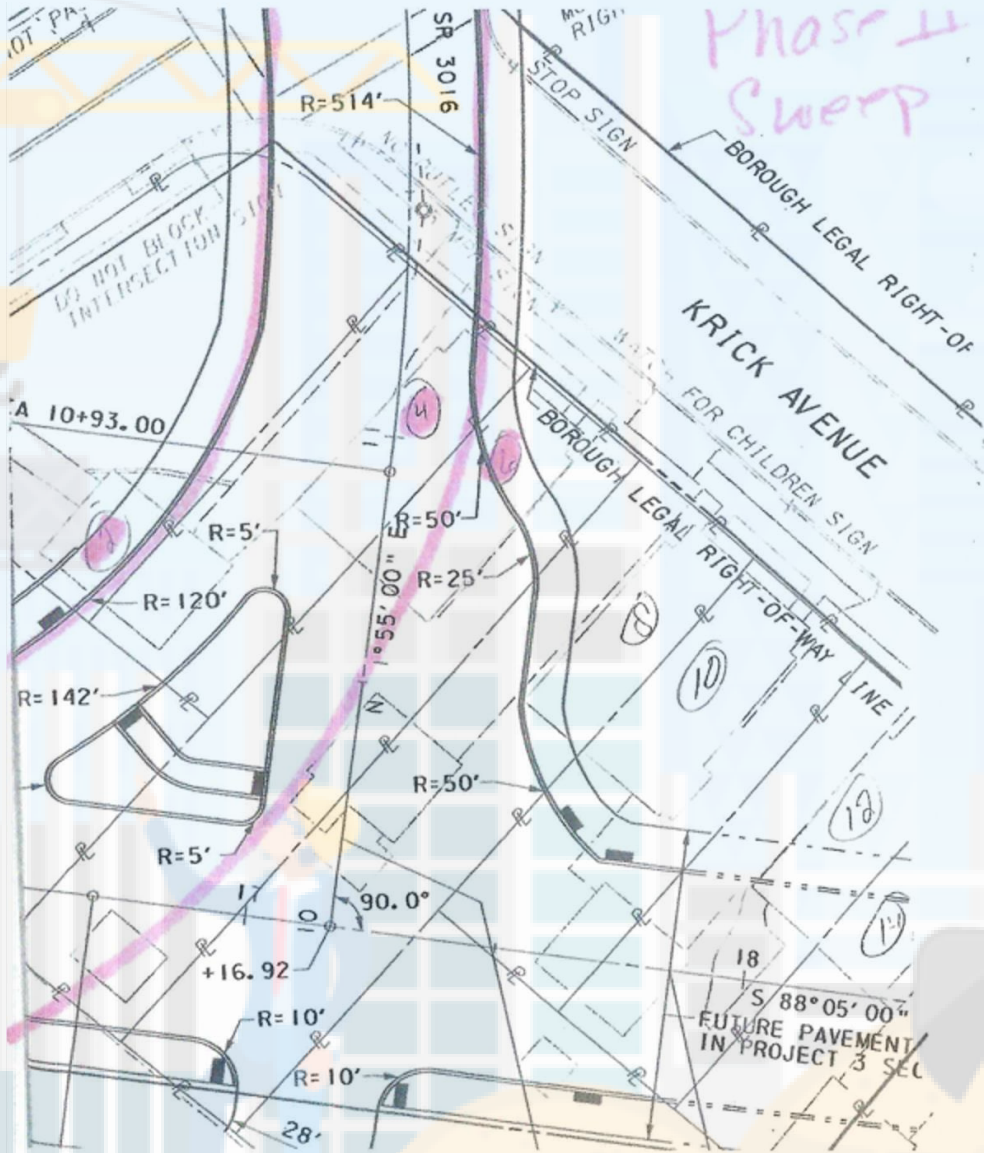


Developer Incentives

Boss/Borough Financial & Tax Incentives

- Tax Abatements, Credits & Exemptions
- Tax Increment Financing & LERTA Programs
- Fast Track Permitting & Utility Rate Agreements
- Secured & PA Infrastructure Bank Project Grants
- Revolving Loan Fund for Land Acquisition & Site Preparation





Phase 2
Thank you
Representative Houlahan

PROJECT COST OVERRUNS

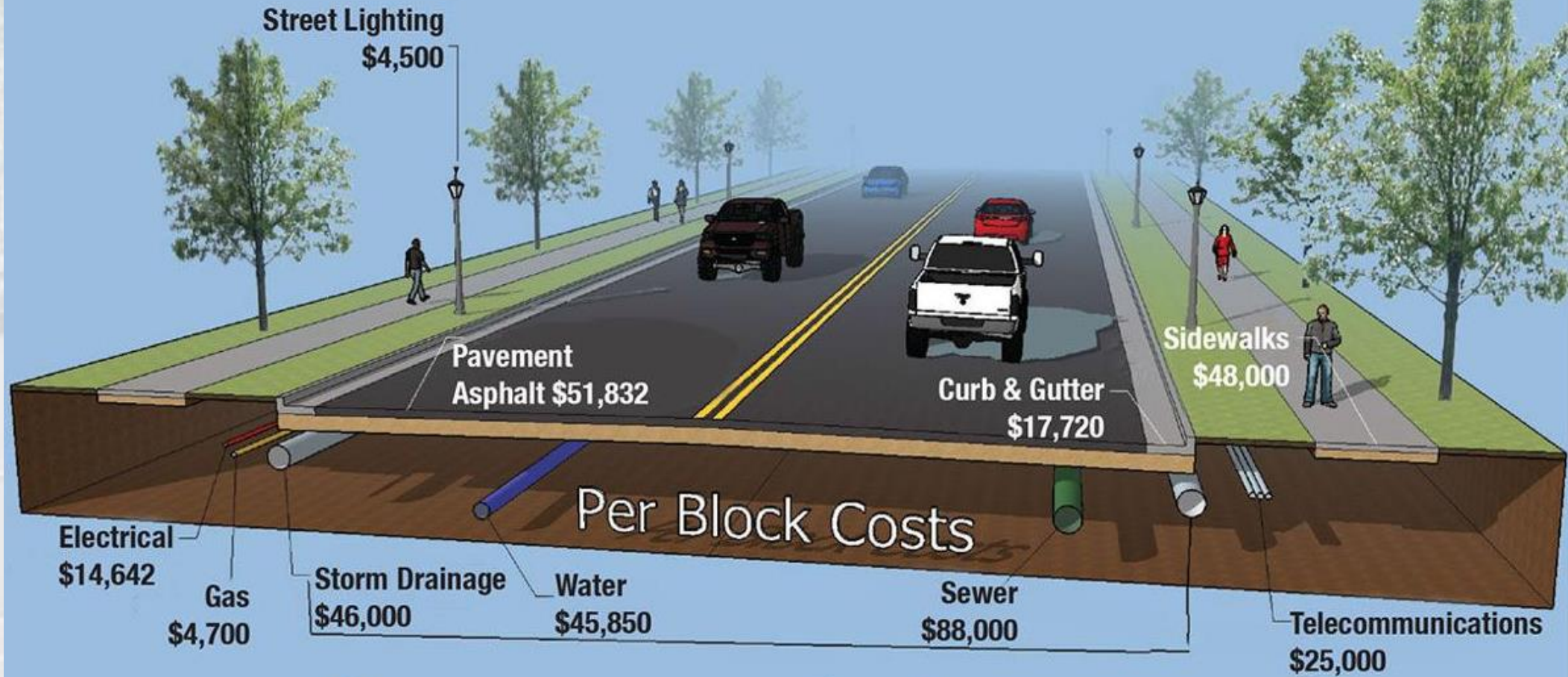
Cost overruns are inevitable in a project of this magnitude. This project has had the added delays resulting from the Pandemic and the materials backlog that ensued. The rise in costs and delays in obtaining materials has placed the project behind schedule and over budget!

Some examples of cost overruns:

CMS Construction change orders	\$ 99,663.26
Penn Avenue pipeline crossing	\$ 200,000.00*
PennDOT decision making process	\$ 150,000.00*
Traffic Planning & Design inspection services	\$ 53,230.00
ARRO Engineering redesign and conflicts	\$ 49,300.00

**Estimated Costs*

Costs of Construction for a City Block



City streets are more than just pavement.

BOSS & BORO NEEDS & WANTS OVER 5 YEARS 2024-2028

Color Chart: Secured Funds – Needed Funds – Desired Funds

Phase 2B	Columbia Avenue link to Main St.	\$1,865,000	Community Project Funding	HUD-Houlahan
Phase 3A	Main St .Infrastructure Planning	\$50,000	Municipal Assistance Program	State DCED
Phase 3B	Main St. Construction Below Grade	\$2,000,000	1584 Linear Ft.	State or Federal
Phase 3C	Main St. Construction Above Grade	\$1,660,000	1584 Linear Ft.	State or Federal
Phase 4A	Reconstruction of Penn/Shillington	\$8,000,000	PennDOT TIP Start 2025	PennDOT
Phase 4B	Shillington Rd link & Nub to Main St.	(See Above)	PennDOT TIP Start 2025	PennDOT
Phase 4B	Additional Property Acquisition	\$ 400,000	Berks Redev Auth	Berks County
Phase 4B	Additional Property Acquisition	\$ 400,000	State	State
Phase 5A	Proposed 3-Story Inter-modal Garage	\$7,500,000	150,000 SF 3-Story 350 cars	Federal
Phase 5B	Proposed 3-Story Municipal Complex	\$5,000,000	3-story multi-use	Federal

Secured Funding = \$ 10,265,000. NEEDED FUNDING = \$4,110,000. DESIRABLE TOTAL = \$ 12,500,000.

