

# State College needs more *urban* development

*instead of visibility of buildings or drivability, remember...*

## LIVABILITY

Downtown: rent regularly exceeds \$600/person for a shared room

Young professionals, students, and families need urban neighborhoods

Necessary for urban life:

- Daily destinations within walking distance and transit for longer trips
- Density of people to support businesses and jobs
- Day-long and year-round liveliness

## SUSTAINABILITY

Density is good for the environment:

- Less natural habitat taken per person
- Density encourages less car use
- Less stuff fits in smaller apartments

Density in Patton Crossing means less development farther from campus: lower environmental impact

## ECONOMIC SUSTAINABILITY

Density means less distance for utilities + services to travel

# We should work toward the *best* Patton Crossing

*let's make Patton Crossing a place where people want to live and shop.*

## PARKING AND CONGESTION

An urban Patton Crossing means less cars and congestion per person

[Encourage downtown, not strip mall](#)

Parking means shoppers + residents will drive; less parking means less driving

[Implement parking maxes, not mins](#)

Less parking means cheaper rents and more space for density independent of building heights

[Encourage increased housing and shop density horizontally and vertically](#)

[On-street parking passes](#) can keep cars out of adjacent neighborhoods

## TRANSIT

Buses need straight routes without detours for fast operation + happy riders

[Plan straight, fast, walkable transit corridors on official map with CATA](#)

[Connection to Aaron Dr](#) means faster N trips serving the same people; [plan a fast route with few turns \(circle 1\)](#)

Patton Crossing allows for N buses to enter Atherton at a light: less detours and complexity

[Anticipate other future connections \(circle 2\)](#)

