

# TOD: A WAY TO TRANSFORM YOUR COMMUNITY



## Glenside Station Area Self-Guided Walking Tour

Neighborhood Village Center Station Area Typology

Glenside SEPTA Station



Roberts Block



Glenside House Apartments



Mt. Carmel Avenue Mixed Use



Keswick Avenue Commercial



Keswick Avenue Residential



Welsey Avenue "Plaza"



Easton Road Commercial Corridor





# Glenside Station Transit-Oriented Development (TOD) Walking Tour Description

The Glenside regional rail station area in Cheltenham Township and Abington Township is an example of the Neighborhood Village Center station area typology used in the Montgomery County Planning Commission’s (MCPC) Model Transit-Oriented Development (TOD) Ordinance.

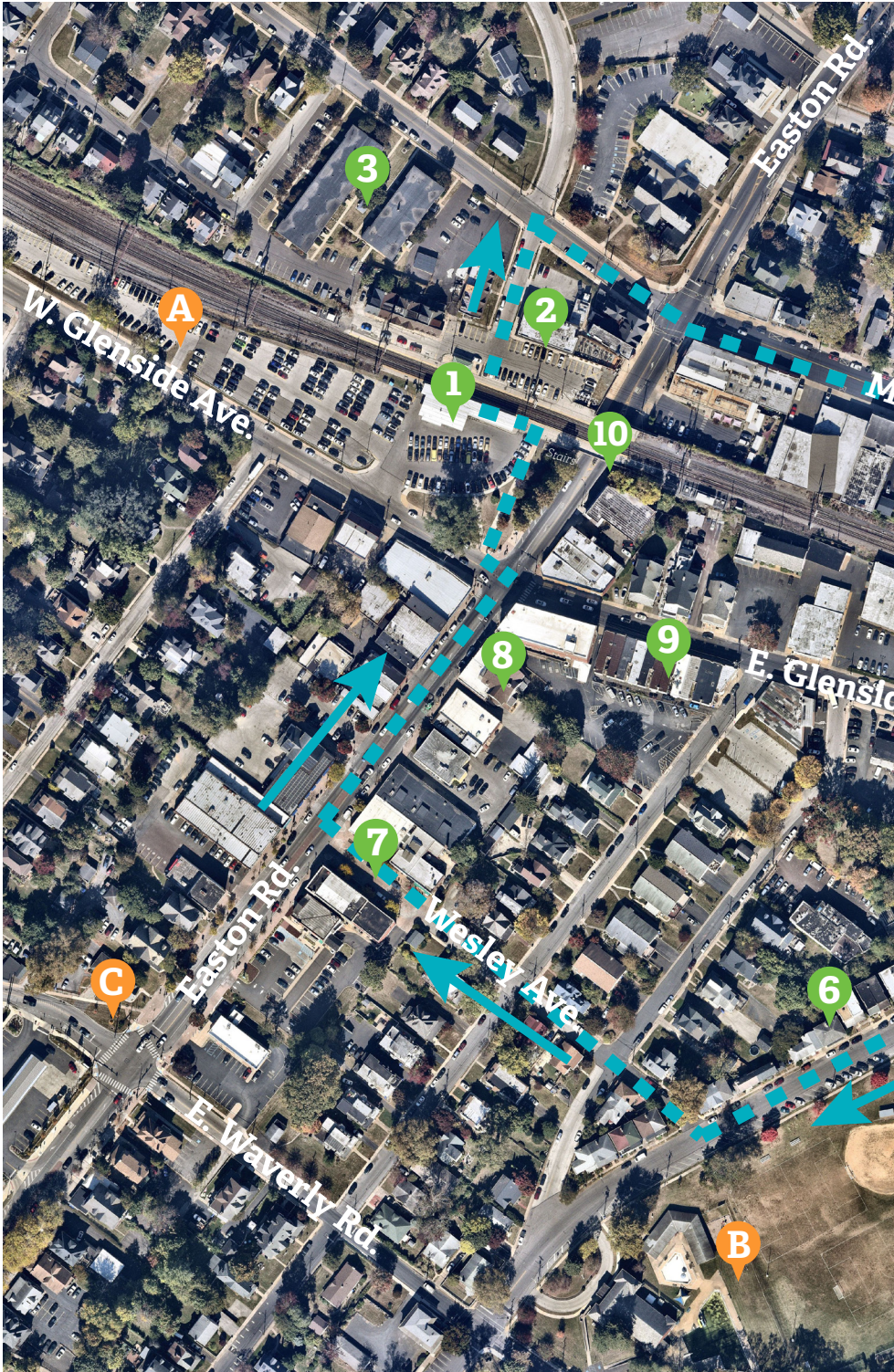
Neighborhood Village Centers have a mix of uses, similar to Town Centers, but are characterized by a smaller, central commercial area. A well-established street grid connects the residential areas to the mixed-use core, maximizing walkability within the station area. Neighborhood Village Centers are also characterized by low-rise buildings (2–3 stories) with the ground floor activated by a mixture of neighborhood-scale businesses along the busier streets.

Along this walking tour route, you will see that Glenside offers a walkable mix of denser housing types and neighborhood-oriented businesses. Many historic buildings date back to the early days of the railroad community, showcasing the architectural history of this iconic Neighborhood Village Center.

In addition to the Glenside SEPTA train station, which is served by both the Lansdale/Doylestown and Warminster regional rail lines, SEPTA Bus Routes 22 and 77 service the Glenside neighborhood, connecting riders to other destinations such as Arcadia University, the Willow Grove Park Mall, Chestnut Hill, Hatboro, and the Einstein Medical Center.



GLENSIDE STATION TOD WALKING TOUR ROUTE MAP





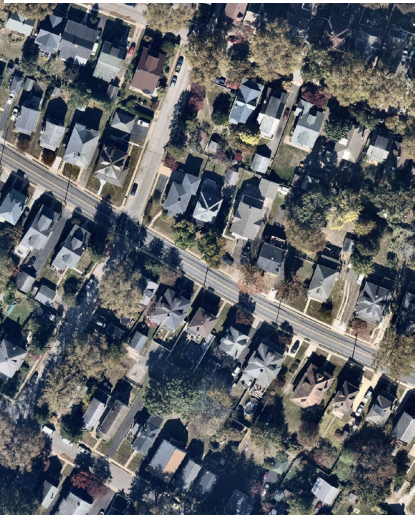


## Glenside TOD Walking Tour

- 1 Glenside SEPTA Station
- 2 Roberts Block
- 3 Glenside House Apartments
- 4 Mt. Carmel Avenue Mixed Use
- 5 Keswick Avenue Commercial
- 6 Keswick Avenue Housing
- 7 Wesley Avenue "Plaza"
- 8 Easton Road Commercial Corridor
- 9 E. Glenside Avenue Mixed Use
- 10 Easton Road Underpass Murals

## Other Points of Interest

- A Glenside Farmer's Market
- B Glenside Memorial Hall & Harry S. Renninger Recreation Area
- C Waverly Road & Easton Road Intersection Redesign



## Other Points of Interest

### Glenside Farmer's Market

Farmer's market held approximately every Saturday (May through November) from 9:00 am - 1:00 pm in the Glenside SEPTA train station parking lot.



### Glenside Memorial Hall & Harry S. Renninger Recreation Area

Glenside Memorial Hall was built in 1926 to honor World War I veterans.

The Harry S. Renninger Recreation Area contains the Glenside Pool, multi-purpose athletic fields, basketball courts, and a playground.



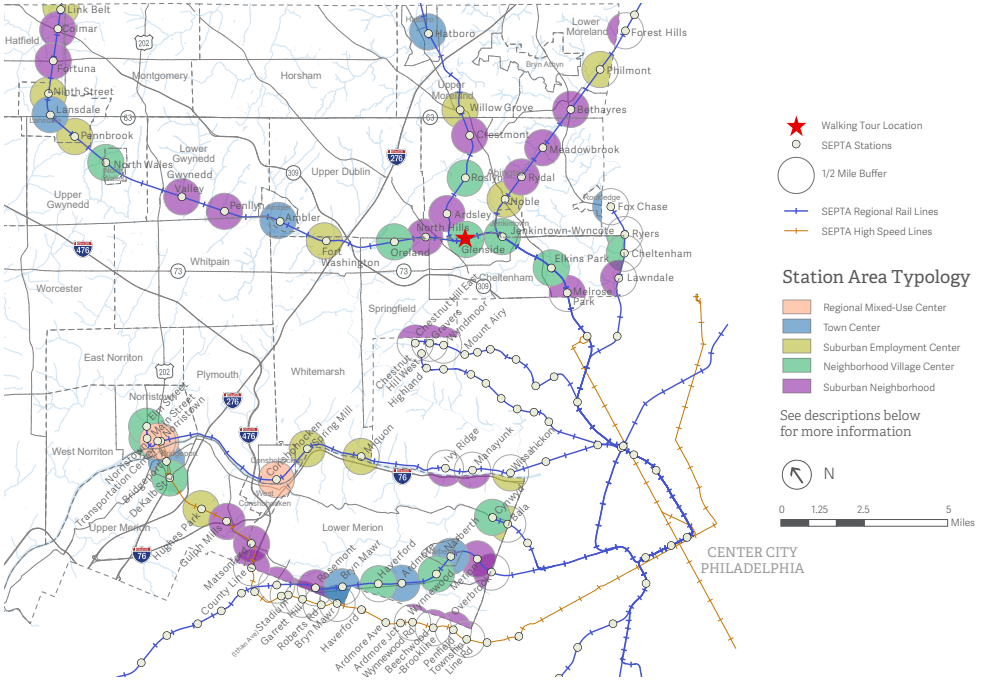
### Waverly Road & Easton Road Intersection Redesign

As part of a recent land development, the previously offset intersection of Waverly Road and Easton Road was realigned. This redesign provides pedestrian, traffic flow, and green space benefits.





# MONTGOMERY COUNTY STATION AREA TYPOLOGY MAP



**Regional Mixed-Use Centers** are characterized by high-density, diverse land uses with connectivity to both transit and the highway system and are the busiest station areas in Montgomery County.



**Town Centers** are highly walkable station areas that are primarily characterized by local downtowns with active ground floor uses and often have abutting high-density residential districts.



**Suburban Employment Centers** are characterized by a combination of large-scale employment and residential uses adjacent to a train station, creating opportunities for a live-work atmosphere.



**Neighborhood Village Centers** are walkable station areas characterized by primarily low- to medium-density residential environments with a small, mixed-use core near the train station.



**Suburban Neighborhood** station areas are typically nestled within low-density residential neighborhoods. Local retail, where present, is usually located within the train station building itself.



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