The reconstruction and modernization of Wayne Junction Station is SEPTA's most ambitious and complicated station renovation to date. The station renovation includes high level platforms, Americans with Disabilities Act (ADA) compliant ramps and elevators, restoration of historic structures, and new track switches.

Funding for the project combines a Federal Transportation Administration Bus and Bus Livability Grant of $3.98 million with bond funds for a total project cost of over $20 million.

The Wayne Junction project is not only about making improvements to a train station, it is part of a much larger and coordinated project: a Transit-Oriented Development or TOD. In addition to SEPTA, various other public, non-profit, and private entities are undertaking efforts that leverage Wayne Junction’s high-frequency, quality, multi-modal public transportation for neighborhood revitalization and economic development. More information about these coordinated efforts are on the reverse of this page.

By investing in the Wayne Junction TOD, SEPTA is meeting goal five of its Sustainability Program Plan - “Integrate with Livable Communities”. SEPTA has committed to investing in one TOD project every year.

So what is TOD and how does it make neighborhoods livable and sustainable?

TOD is more than just construction or renovation of houses or shops close to a transit station, rather it is development that creates “location efficiency”. Location efficiency allows people to be automobile independent by providing convenient access to jobs, housing, shops, and community assets such as schools and cultural institutions by clustering them near transit. Transit is the catalyst for community growth and revitalization in a TOD.

TOD is sustainable because encourages a healthy lifestyle by promoting walking and biking for daily commutes and errands; frees up money used for personal vehicles to be spent on other needs; and creates a sense of community and place by clustering activities and destinations.

Wayne Junction Quick Facts:

Location: Gateway to the Nicetown and Germantown neighborhoods, 4494 Germantown Avenue, Philadelphia, PA 19144.

History: The architects were Wilson Brothers & Company. The station was constructed in 1901 for the Reading Railroad and is on the National Register of Historic Places.

Routes: Regional Rail: Airport, Chestnut Hill East, Fox Chase, Lansdale-Doylestown, Warminster, West Trenton Lines; Route 75 Trackless Trolley; Bus Routes 23 & 53.

Ridership: Over 190,000 riders annually, across all rail, bus, and trackless trolley lines. Daily weekday ridership at the train station averages over 600 passengers.

Project Cost: Over $20 Million.

Project Completion Date: Spring 2015.
Wayne Junction Transit-Oriented Development: A Story of Collaboration and Partnerships

The Wayne Junction TOD began with a plan, *The Germantown and Nicetown Transit-Oriented Plan*, that focused recommendations for investment and public policy around the train station. The plan, led by the Philadelphia City Planning Commission, gathered strong community support and brought various public and non-profit entities together to make the vision for TOD a reality.

Implementation of the TOD plan included creating a public policy environment that encouraged development while recognizing the historic assets around the station. Initially, Nicetown’s outdated Blight Certification and Redevelopment Area Plans were updated to allow for the investment of federal Neighborhood Stabilization Program II (NSPII) funds. Next, the zoning maps were updated to encourage a dense mix of commercial, industrial, and residential uses. And finally, the Wayne Junction Industrial National Historic District was designated. This designation allows the owners of 17 nearby iconic industrial buildings to utilize historic tax credits for their restoration.

With the plans adopted and the public policies in place, the Philadelphia Redevelopment Authority obtained over $8 million under the NSPII program for Nicetown. These funds were used to demolish two large, blighted, and dangerous industrial buildings near the train station and helped to finance an affordable, mixed use TOD project, Nicetown Court II. One of the now demolished vacant industrial buildings loomed over Nicetown’s historical treasure, Stenton, obscuring the museum house from view and posing safety issues. Stenton, built in 1723, is a National Historical Landmark that is open to the public.

Nicetown CDC spearheaded the construction of Nicetown Court II, building upon their success at Nicetown Court I, a nearby mixed-use apartment building. This $19 million project created 50 new units of affordable housing and 6,000 square feet of ground floor commercial space on a long-vacant block of Germantown Avenue across the street from Wayne Junction Station.

Wayne Junction TOD is an example of a public-initiated project that has sparked private investment even before construction is complete. Long vacant industrial buildings have been purchased with various plans for offices, commercial space, and new market-rate apartments.

“Wayne Junction is at the nexus of our Regional Rail system. This project sets a new standard for TOD.”
- Joe Casey
  General Manager, SEPTA

For more information visit:

SEPTA: www.septa.org/sustain
      www.septa.org/construction/projects/wayne/index.html

Nicetown Community Development Corporation: www.nicetowncdc.org
Nicetown Court II: http://www.nicetowncourtii.com
Historic Germantown: www.freedomsbackyard.com
Stenton: www.stenton.org
Philadelphia City Planning Commission: www.phila.gov/cityplanning
Philadelphia Redevelopment Authority: www.phila.gov/rda