

**WMATA - METRO TRAINING CENTER - PROJECT
ENVIRONMENTAL EVALUATION**

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

ENVIRONMENTAL EVALUATION

METRO TRAINING CENTER

3636 PENNSY DRIVE, HYATTSVILLE, MD

AUGUST 4, 2026

WMATA - METRO TRAINING CENTER - PROJECT ENVIRONMENTAL EVALUATION

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A. Summary of Environmental Evaluation of the Metro Training Center Project

The Washington Metropolitan Area Transit Authority (WMATA) is proposing to construct a Metro Training Center (MTC) to serve as WMATA's primary training facility, supporting workforce development, operational readiness, and long-term system reliability by consolidating training functions into a modern, purpose-built campus.

The proposed project is located at 3636 Pennsy Drive in Landover, Maryland, and includes the demolition of the existing facility and construction of a new 300,000+ SF facility. The MTC will simulate operational conditions through a replica Metrorail station and tunnel with railcars, hands-on labs, and modern classrooms that support in-person and virtual instruction. Program elements include administrative offices, bus bays, and an option for a dedicated Metro Transit Police Department Training Academy.

This evaluation summarizes the findings from the NEPA Review, Subsurface Environmental and Hazardous Waste Assessment, and the above-grade building hazardous materials (HazMat) survey, which were conducted to support redevelopment planning, demolition considerations, and regulatory compliance for this project.

Based on the combined findings of the subsurface and building assessments, the site is suitable for redevelopment with implementation of appropriate environmental management measures. Subsurface impacts are limited and can be addressed through standard earthwork controls, material handling procedures, and groundwater management practices. Above-grade hazardous materials will require abatement and proper disposal in accordance with regulatory requirements, and these activities should be incorporated into early work packages to minimize impacts to the overall project schedule.

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B. PROJECT LOCATION INFORMATION:

WMATA Metro Training Center is in Maryland. The address of the station is 3636 Pennsy Drive, Hyattsville, Maryland; Coordinates: 38.94146576520437, -76.87571419386052.

FIGURE 1:

The existing warehouse is located at 3636 Pennsy Dr, Hyattsville, Maryland.



Project Location



3636 Pennsy Drive

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C. PROJECT SCOPE:

The project will be located at 3636 Pennsy Drive in Landover, Maryland. The selected concept proposes demolition of the entire existing 350,000 sq ft facility and construction of a new two-story structure. The new facility will include the following core design elements:

- New two-story (2) construction +/- 345,000 sq ft
- Mill and repave existing parking areas on the North and South sides of the building and develop new parking spaces on the West side of the building to total 605 parking spaces
- A replica Metrorail station and tunnel complete with actual railcars to simulate operational conditions
- Two (2) interior mock bus bays to accommodate diesel, electric, hybrid and gas bus technologies
- An auditorium with approximately 1,000 seats for group training, events and assemblies
- A cafeteria
- A dedicated Metro Transit Police Department (MTPD) Training Academy with secure and separate access
- Administrative offices
- Flexible training classrooms and technical laboratory spaces
- Modern learning spaces designed for hands-on practicums, classrooms, and virtual learning environments

The new MTC will consolidate training functions into a single, purpose-built facility designed to replicate real-world transit environments and support both hands-on and classroom instruction.

TABLE 1: Project Scope

WMATA – Metro Training Center		MTC Project Scope Summary	
Property Address:	3636 Pennsy Dr Landover, MD 20785	▪ Demolition of entire existing facility and new two-story construction ▪ New construction will reduce the current building footprint and move the new building away from the floodplain. ▪ Milling, re-paving and re-stripping existing parking areas, adding new parking areas on the West side of the building.	
Land Area:	≈20.5 Acres		
Ex. Gross Building Area:	≈352,000 SF		
Post-Construction Gross Building Area	≈345,000 SF		
Parking Lot 1:	≈242,000 SF		
Parking Lot 2:	≈80,000 SF		

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D. ZONING:

The current zoning is IE: Industrial, Employment Zone.

FIGURE 2: Zoning



E. BIOLOGICAL RESOURCES; IPaC USFWS REVIEW:

It is not anticipated that the project will affect listed, threatened, endangered, proposed, or candidate species; designated critical habitat, essential fish habitat; or other ecologically sensitive areas or marine mammals. However, the project may affect but is not likely to adversely affect listed, threatened, endangered, proposed, or candidate species. The IPaC USFWS review of the location indicates three listed species: the Northern Long-Eared Bat, which is listed as “endangered”; the Tri-Colored Bat, which is listed as “proposed endangered”; and the Monarch Butterfly which is “proposed threatened”.

The project is to be constructed on an existing WMATA property. A recent bat survey at the adjacent property indicated the presence of the Tri-Colored Bat, which is Proposed Endangered. However, no impact is anticipated on the woodlands and wetlands for this project. No rare, threatened, or endangered species is believed to be present within the existing facilities.

A bat survey on the adjacent WMATA-owned site at 8121 Ardwick-Ardmore Road confirmed the presence of the Tri-Colored Bat, which is listed as "proposed endangered" under the Endangered Species Act. Therefore, time-of-year restrictions will be implemented for any tree removals and building demolition.

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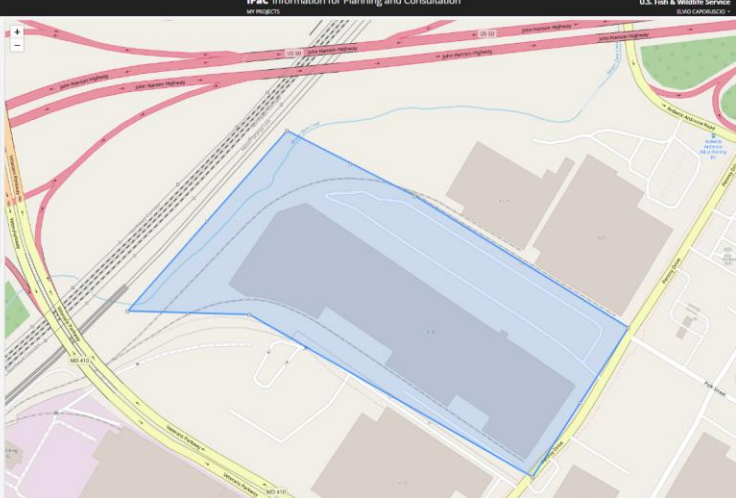
FIGURE 3: IPaC Review:

1 Find location

2 Define area

3 Confirm

Verify the area where project activities will occur.
Modify the shape by clicking and dragging the vertices or clicking on a solid vertex to remove it.
AREA: 21.54 acres
[CONTINUE](#)
[START OVER](#)



IPaC Information for Planning and Consultation
MY PROJECTS

U.S. Fish & Wildlife Service
ELVIO CAPOREUSCIO

Explore location
LOCAL OFFICE: CHESAPEAKE BAY ESFO

LOCATION
Prince George's
County, Maryland
[CHANGE LOCATION](#)

Resources

ENDANGERED SPECIES 3

BALD & GOLDEN EAGLES 1

MIGRATORY BIRDS 20

FACILITIES

WETLANDS

[PRINT RESOURCE LIST](#)

What's next?
Define a project at this location to evaluate potential impacts, get an official species list, and make species determinations.
[DEFINE PROJECT](#)

Endangered species

Listed species and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries).
Species and critical habitats under the sole responsibility of NOAA Fisheries are not shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).
Additional information on endangered species data is provided [below](#).
The following species are potentially affected by activities in this location:

THUMBNAILS

LIST

Mammals

Endangered



Northern Long-eared Bat
Myotis septentrionalis
Wherever found

Proposed Endangered



Tricolored Bat
Perimyotis subflavus
Wherever found

Insects

Proposed Threatened



Monarch Butterfly
Danaus plexippus
Wherever found

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.
There are no critical habitats at this location.

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F. COASTAL ZONES:

The project is not located near the Atlantic Ocean, Caribbean Sea, Gulf of America, Pacific Ocean, or Great Lakes or certain connected coastal waters.

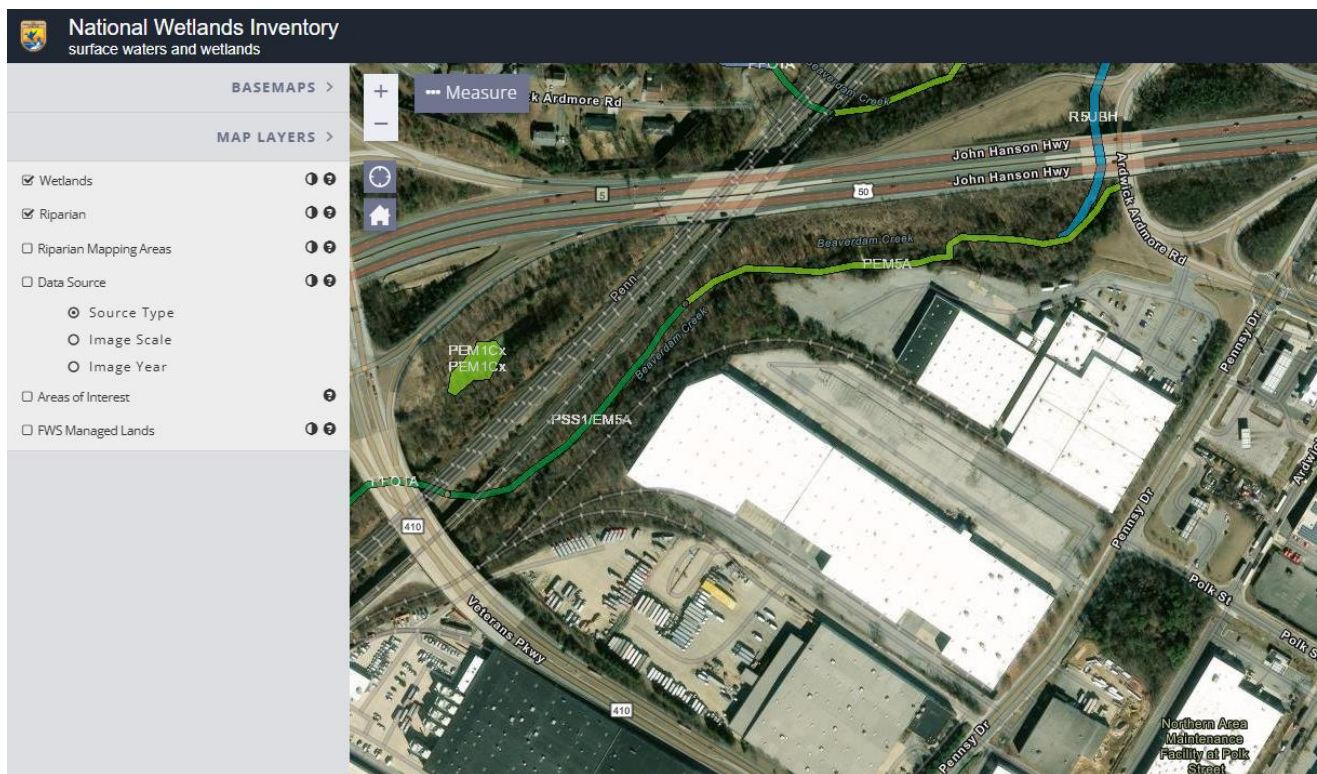
G. PRIME OR UNIQUE FARMLANDS:

The project does not involve prime or unique lands present on the National Resources Conservation Service (NRCS) map.

H. WETLANDS: NATIONAL WETLANDS INVENTORY REVIEW:

Wetlands are present along the adjacent Beaverdam Creek. Wetlands or other waters of the U.S. are present at the proposed project site but will not be impacted by the proposed project. The new construction facility will be built outside of the existing wetland and wetland buffer. No offsite impact is anticipated due to the construction activities. The proposed site development and construction work are located within the existing WMATA facilities.

FIGURE 4: National Wetlands Inventory Map

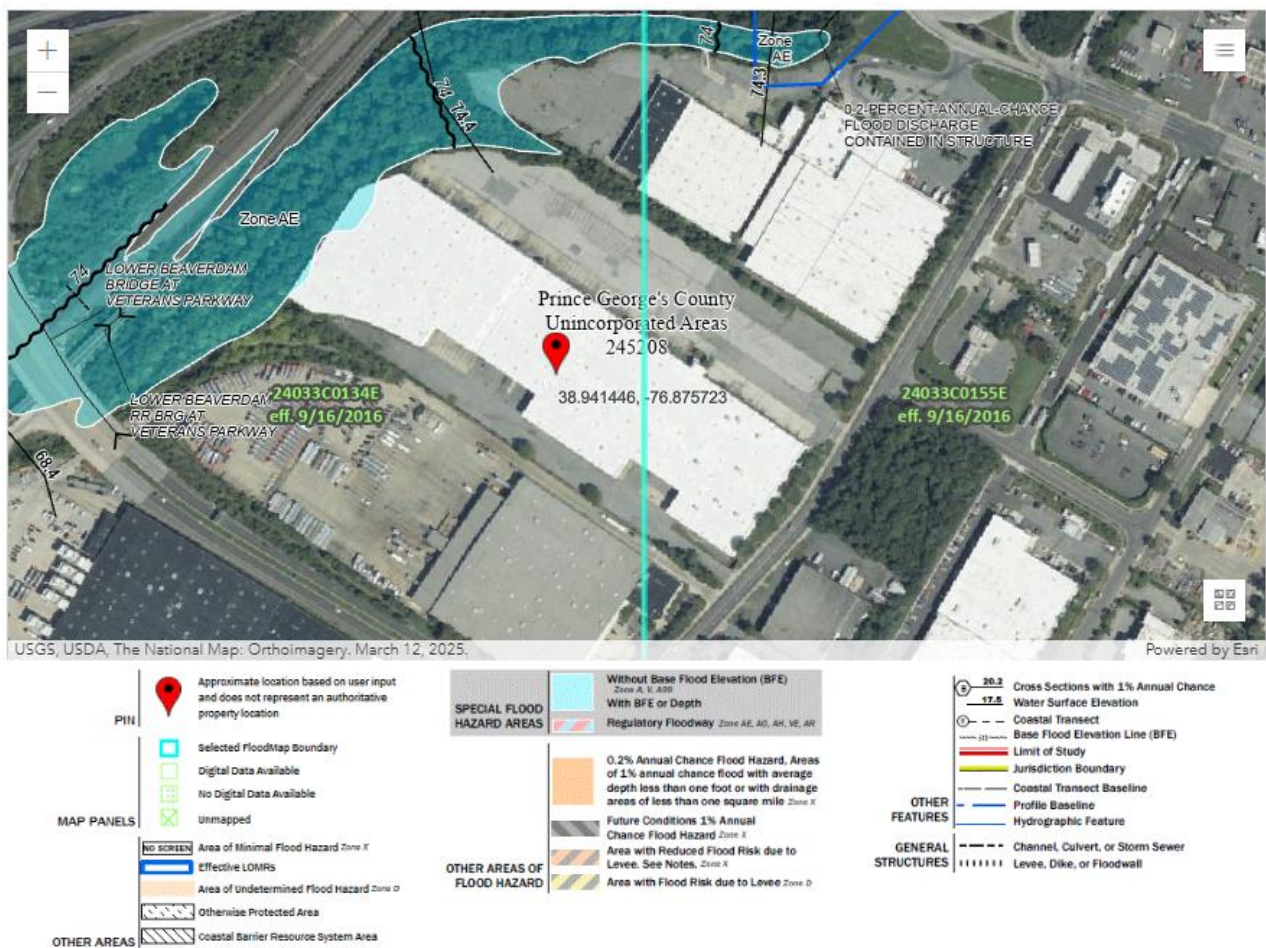


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I. FLOODPLAINS: FEMA MAP:

The project site is adjacent to Beaverdam Creek where a 100-year floodplain exists. The project will not be constructed within the 100-year floodplain. The site plan provided shows the delineation. The project work will be located adjacent to a 100-year floodplain. The project scope includes the demolition of the existing warehouse, which is currently partially inside the floodplain. The new construction facility will be built outside of the floodplain and floodplain buffer.

FIGURE 5: FEMA Floodplains Map



J. AIR QUALITY:

The project is exempt from conformity analysis under 40 CFR 93.126. Construction emissions would not be substantial and would not require a hot spot analysis. No PM2.5 or PM10.0 hot spot impact is projected. Construction diesel emissions are not substantial and are not adjacent to sensitive receptors.

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K. GEOLOGY AND SOILS:

The project is not located in an area that would involve any specific construction considerations, including fault lines, fault zones, or an active landslide area.

L. UTILITIES:

Utility work is involved in the project. New utilities will be provided for the new facility. No impact on the utilities of adjacent properties is anticipated.

M. TRANSPORTATION:

Traffic and Parking: The project would temporarily or permanently affect road traffic or parking demand. The project plans to install a new traffic signal at the entrance to the property at Pennsy Drive.

Transit/ Rail: The project would have no effects on transit or railway operations. All work will not take place within the existing facilities. There will be no transit impacts due to the progression of this project.

Bicycle/Pedestrian Facilities: The project would have no effects on bicycle or pedestrian facilities. The project will not impact the existing public sidewalks present along Pennsy Drive. Construction barriers will be in place during construction; however, pedestrian walkways will be maintained.

N. HAZARDOUS MATERIALS AND BROWNFIELDS:

Hazardous materials are present. Hazardous materials may be present; environmental contamination is unknown, but possible. An inventory of environmental conditions will be completed as part of project planning. If the presence of hazardous waste is confirmed, WMATA shall be notified immediately. Hazardous and suspected hazardous waste generated within the job site shall not be moved except following Federal and local regulations. All waste material will be characterized and sent to an appropriate disposal facility.

The project will consist of the demolition of an existing facility and construction of a new facility. There will be potential for debris disposal from sources: demoed materials, construction waste, and packaging materials.

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TABLE 2:

Summary of Environmental and Hazardous Materials Considerations

Environmental Feature	Permanent Impacts	Construction-Related (Temporary) Impacts	Minimization and Mitigation Efforts
Subsurface Conditions	No significant long-term constraints to redevelopment	Soil disturbance and groundwater management during excavation	Implementation of standard earthwork controls, soil handling procedures, and groundwater management practices
Soil and Groundwater Quality	Localized exceedances of metals (e.g., arsenic) generally consistent with regional background conditions	Potential handling of impacted soils and dewatering discharge	Appropriate characterization, off-site disposal if required, and compliance with MDE requirements
Hazardous Building Materials (ACM, LBP, PCBs)	Removal of existing building materials prior to redevelopment	Abatement activities during demolition, handling of regulated waste streams; potential schedule impacts if not planned early	Pre-demolition abatement included in early work package, contractor compliance with federal/state regulations, and implementation of health and safety plans
Regulatory Compliance	No long-term regulatory barriers anticipated	Coordination with regulatory agencies during permitting and construction	Integration of environmental requirements in construction documents and early agency coordination

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O. NOISE AND VIBRATION:

Sensitive land uses are present and will experience temporary noise or vibration impacts due to construction activities. No FTA noise impact is anticipated. No FTA vibration impact is anticipated. However, minor noise will occur from pneumatic tools and replacement/ installation activities.

P. HISTORIC REVIEW:

The existing warehouse on the site of the WMATA Metro Training Center was built in 1984. The existing building is 42 years old and is not a historic property.

Formal submission to Maryland Historic Trust (MHT) has been made for review of this project; MHT concurrence has been received. No historic properties are present within the area of potential effect, and the undertaking will not affect any properties listed in or eligible for listing in the National Register of Historic Places. No historic properties will be affected.

Nearby Historic Districts and Sites: The project location at 3636 Pennsy Drive is not in a Historic District. The following are the historic districts nearest to the site.

TABLE 3: NEAREST HISTORIC DISTRICTS

District / Area	Type	Approx. Distance
Hyattsville Historic District	National Register district	1–2 miles
Hyattsville Historic District Expansion	Extension area	1–2 miles
Hyattsville Residential/Commercial Areas	Subareas within district	1–2 miles
Mount Rainier Historic Areas	Nearby historic community	2–3 miles
Riverdale Park Historic Area	Nearby historic community	2–4 miles

Q. SECTION 6(f) RESOURCES:

Section 6(f) applies to outdoor recreational properties funded by the Land and Water Conservation Fund (LWCF). The project does not involve land acquired or developed with LWCF grant money.

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R. PARKS – SECTION 4(f) REQUIREMENTS:

No properties protected by Section 4(f) are present. No park or recreation area will be affected by this project. The following parks are located within the vicinity of the WMATA Metro Training Center project.

TABLE 4: NEAREST PARKS

Park Name	Jurisdiction / Owner	Approx. Distance from 3636 Pennsy Dr
David C. Driskell Community Park	City of Hyattsville	0.7 mi NW
Hyatt Park	City of Hyattsville	0.6 mi NW
Deitz Park	City of Hyattsville	0.5 mi NW
Burlington Park	City of Hyattsville	0.9 mi NW
Robert J. King Memorial Park	City of Hyattsville	1.2 mi NW
38th Avenue Neighborhood Park	City of Hyattsville	1.0–1.2 mi NW
McClanahan / Calvin Memorial Park	City of Hyattsville	1.3 mi N
Heurich Park (incl. Dog Park)	M-NCPPC (County)	0.8 mi W
Melrose Park	Split (City + M-NCPPC)	1.0 mi W
University Hills Duck Pond Park	M-NCPPC (County)	~1.5 mi NW
Hamilton Splash Park	M-NCPPC (County)	0.7 mi NW
Anacostia River Stream Valley Park / Trail	M-NCPPC (County)	1.5–2.0 mi SW
Bladensburg Waterfront Park	M-NCPPC (County)	2.0 mi SW
Colmar Manor Community Park	Town of Colmar Manor	1.8 mi SW
Fort Lincoln Park (DC)	DC Dept. of Parks & Recreation	2.5–3.0 mi SW
Kingman & Heritage Islands Park (DC)	DC / National Park Service	3.0–3.5 mi SW

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S. COMMUNITY IMPACTS:

Community Cohesion/ Neighborhood Continuity: No established communities or planned developments will be disrupted, and the project is consistent with applicable plans and goals.

Permanent/Temporary Access: The project would not result in permanent or temporary effects on access to services.

Displacement(s): No residents, businesses, or institutions (e.g., community centers, schools) will be relocated.

Impact on Tribal Lands: No impact. No right-of-way action by the Bureau of Indian Affairs is required.

T. SAFETY AND SECURITY:

No impact on Safety or Security is anticipated.

WMATA's System Safety Program Plan (SSPP) contains current safety and security measures. The SSPP identifies the procedures and design features intended to ensure the safety and security of WMATA employees and patrons.

The objective is to achieve an acceptable level of safety and security risk through a systematic approach to safety hazard and security vulnerability management through adherence to the design criteria, compliance with technical specifications, and testing and verification.

For security measures during project construction (e.g., security guards, fencing, secured access, lighting, cameras, etc.), implementation of fire-watch mitigation during any temporary fire-line outages; no impact is anticipated, although this area will be reviewed.

U. Mitigation Measures and Project Commitments:

No offsite impact is anticipated due to the construction activities. The proposed site development and construction work are located on an existing WMATA property.

Construction will be managed following WMATA, local, and federal regulations. Proper planning and proactive measures will be carried out to minimize the construction impacts on the surrounding environment and community. Continuous monitoring and communication with stakeholders will ensure a smoother construction process.