

Note:  
This summary was last updated on  
**September 5, 2024**  
For current information, follow this link:  
[PSC Docket Case #9743](#)

# Croom Road Solar Project Off 7704 Croom Road, Upper Marlboro, Maryland (Prince George's County)

[PSC Case #9743](#)

PPRP Case Manager: Supida Piwkhaw

## CPCN Timeline

**CPCN Application filed: June 11, 2024**  
**Applicant's Filed Direct Testimony Due: October 15, 2024**  
**1<sup>st</sup> Public Hearing (Virtual): October 24, 2024**  
**Intervenor's Direct Testimony Due: January 28, 2025**  
**2<sup>nd</sup> Public Hearing: February 3, 2025**  
**Settlement Status Update: February 10, 2025**  
**PSC Evidentiary Hearing (if settlement is reached): February 18, 2025**

Note:  
This summary is based on  
information provided in the CPCN  
Application filed with the PSC on  
June 11, 2024, and Supplemental  
filing on July 30, 2024, which are  
subject to change and have not yet  
been fully reviewed by PPRP.

## Project Location:

The Croom Road Solar Project (Project) will be located on Parcel 0153 totaling 40.78 acres in Upper Marlboro, Maryland (Figure 1). [Google Map Link](#). Per the Applicant, the approximate limit of disturbance (LOD) for the Project will be 25.79 acres.

## Project Overview:

Croom Road Solar, LLC (Applicant) has applied for a CPCN to construct a 5 MW AC solar array in Prince George's County.

Project components include:

- 12,836 solar modules mounted on a single-axis fixed tilt tracking rack system;
- Power stations, each including 1 aggregated inverter and 1 liquid AC transformer;
- 35 String Inverters;
- Interconnection Equipment

## Site Description

The Project site is located on one parcel. The Project is a Community Solar Energy Generating System and will deliver all of its output to subscribers via the Potomac Edison Power Company (PEPCO) electric distribution grid. PEPCO requested that the Project be divided into a 2.1MWAC system and a 2.9 MWAC system to match the capacity available on two of the feeders adjacent to the site. The Site is wooded within an Agricultural Residential ("AR") zone per Prince George's County Zoning. This project is permitted use in the AR Zone. 70.3% of the site, 28.9 acres, is considered either Prime Farmland or Farmland of Statewide importance. The Project will not remove any acres from agricultural production. Portions of the parcel were part of a gravel mining operation. Because of contamination of the site, previous mining activities, and participation in the Volunteer Clean Up program, the site is classified as brownfield and has been included in MDE's Brownfield Master Inventory (BMI #MD2171). MDE issued a Preliminary "No Further Requirement Determination" letter for the site on May 24, 2024. Maryland Land Holding, LLC ("MLH"), a related entity to the Applicant, is under contract to purchase the property from the current owner.

The Applicant received conditional approval from PEPCO and will interconnect into the transmission system via two points of interconnection (POI). The POIs will be along Croom Road on either side of the proposed Project entrance. The Applicant was approved as a subscriber organization by the PSC for 5MW AC on September 13, 2023.

## Impact Assessment Highlights

### Biological

- According to the Applicant's ERD, the Project currently includes 22 acres of forest clearing.
- The Project is located outside of any Tier II streams and catchment areas.

Figure 1. Project Location



- The Applicant's ERD states there are wetlands and watercourses onsite. However, these features are located outside of the proposed LOD.
- MDE visited the site and determined that no authorization would be required from their Nontidal Wetland Division. The Project drains from Charles Branch to Western Branch which flows into the Middle Patuxent River, and ultimately into the Chesapeake Bay. The Applicant anticipates these buffers and setbacks to be more than adequate to protect adjacent natural resources including wetlands, streams, and flood plains.
- The Applicant consulted with the Maryland Department of Natural Resources, Wildlife and Heritage Service (DNR-WHS). DNR-WHS has determined that "there are no official State or Federal records for listed plant or animal species" within the site. The Applicant's ERD states that U.S. Fish and Wildlife Service (USFWS) IPaC results list the endangered Northern Long-eared Bat (*Myotis septentrionalis*) and candidate species Monarch Butterfly (*Danaus plexippus*) may occur at the site. USFWS determined "it is not reasonably certain to cause incidental take" of the Northern Long-eared Bat.
- The Applicant acknowledges that DNR-WHS noted that the forested area on the property could contain Forest Interior Dwelling Species bird habitat.
- The Applicant estimates that the Project will add approximately 1.05 acres of impervious surface.

#### *Noise Impacts*

- The Applicant's ERD states that the only noise generated from the Project will be from the enclosed transformers, inverters, and the onsite switchgear. The closest distance between any residential dwelling and the onsite switchgear is approximately 650 feet and approximately 750 feet from the closest solar panel.

#### *Visual Impacts*

- The Applicant proposes to enclose the Project with a six-foot-tall chain-link fence around the perimeter with an additional one foot of three-strand barbed wire. The Applicant proposed to use a minimum 50-foot landscape buffer of the existing trees and understory as natural buffer screening for the Project.
- The Applicant notes eight Airports within a 10-mile radius of the project. The Applicant used the Federal Aviation Administration's (FAA) Notice Criteria Tool to determine that FAA notification was not required for the Project and the Maryland Aviation Administration's (MAA) Airport Zoning Permit Web Map to determine the Project is not an obstruction or hazard to air navigation.

#### *Cultural Resource Impacts*

- The Applicant has corresponded with the Maryland Historical Trust (MHT) which has determined that there are no historic properties in the area of potential effect.

#### *Public Safety and Transportation*

- The Applicant's ERD states that during construction, major materials and equipment will be delivered by tractor-trailers and offloaded by construction vehicles. Excavation equipment and vehicles such as dump trucks, concrete trucks, backhoes, and front loaders will also be used. During operation, traffic will mostly be limited to maintenance crews for seasonal mowing and vegetation maintenance as well as periodic and corrective maintenance.
- The Applicant states that the Project will provide proper access for emergency and fire equipment, including access lanes to inverters, transformers, and switchgear with widths to accommodate emergency vehicles consistent with State Fire Marshal and local emergency access standards.
- The Applicant states the Project will have one permanent entrance off Croom Rd.

#### *Economic and Fiscal*

- The Applicant estimates that the Project will create approximately 102 design, management, and construction personnel working remotely or on the Site, including 34 direct, 44 indirect, and 24 induced at the height of construction. Following construction, approximately 2 jobs will be supported annually by the Project.
- The Applicant indicates that the Project represents a capital cost of approximately \$15 million and is expected to contribute approximately \$3.2 million in tax revenue over 35-year of operation.

#### *Greenhouse Gas Emissions Avoided*

- The Applicant indicates that the Project would reduce carbon dioxide (CO<sub>2</sub>) emissions by approximately 370 tons per year in Maryland according to their Avoided Emissions and generation Tool (AVERT) calculations.