Note:
This summary was last updated on February 5, 2026
For current information, follow this PSC Case 9822

Old Princess Anne Community Energy Initiative LLC
10410 Old Princess Anne Road
Somerset County, Maryland 21853

PSC Case 9822

PPRP Case Manager: Mark Mank

Note: information provided in the This summary is based on CPCN Application and supplemental information filed with the PSC on October 16, 2025, and December 22,2025, which are subject to change and have not yet been fully reviewed by PPRP.

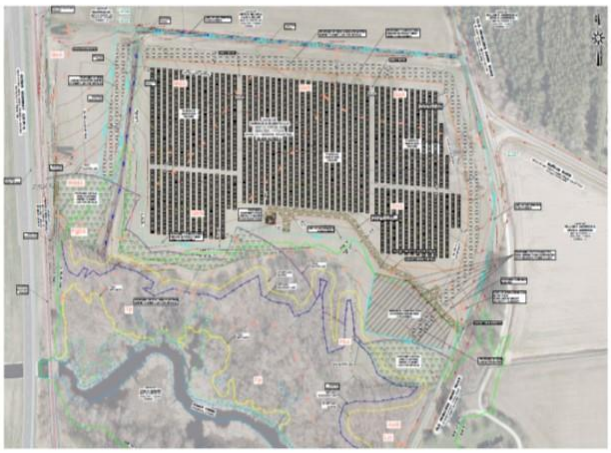
CPCN Timeline

CPCN Application filed on October 16, 2025
Applicant's Filed Direct Testimony Due: March 10, 2026
Public Information Meeting: Prior to March 31, 2026
PPRP and Staff file Direct Testimony RLCs: August 20, 2026
Public Comment Hearing: Week of August 24, 2026
Applicant Status Update: September 29, 2026
PSC Evidentiary Hearing (if no contested issues): October 22, 2026

Project Location:

The Old Princess Anne Community Energy Initiative Solar Project (Project) will consist of a 2.25 MW AC community solar power array. The Project will be located on a parcel totaling 29.46 acres along 10410 Old Princess Anne Road in Somerset County, Maryland (Figure 1). Google Map Link Per the Applicant, the approximate limit of disturbance (LOD) for the Projects will be approximately 15.3 acres.

Figure 1. Project Location



Source: Old Princess Anne Community Energy Initiative Solar CPCN Application

Project Overview:

Old Princess Anne Community Energy Initiative, LLC, (Applicant) has applied for a CPCN to construct a 2.25 MW AC solar array in Somerset County.

Project components include:

- 5,152 photovoltaic (PV) solar modules ground-mounted on a pile-driven or augered single-axis tracking rack system;
- Interconnection equipment: attachment facilities as necessary to connect to the utility substation with 24.94 kV circuit along Old Princess Anne Road;
- 9 string inverters; and one power center containing medium voltage transformers and a string inverter station.

Site Description

The parcel comprising the Project consists of existing agricultural fields and undeveloped forests and wetlands. Surrounding areas are a mix of agricultural fields and properties, industrial properties, woodlands and wetlands. The Applicants' Environmental Review Document (ERD) states the proposed Project is zoned as I-2 General Industrial in Somerset County and the official Somerset County Zoning Ordinance shows solar projects are subject to certain design criteria pursuant to the County Code.

The Project will deliver all output to subscribers via the Delmarva Power & Light Company (DPL) electric distribution grid. The Applicant applied to the PSC for authorization to participate in Maryland's Community Solar Program and was assigned a Subscriber Organization Identification Number of 22A3008060005817. The Applicant submitted an interconnection application to DPL (DPL study DPL-0139987) and a signed Cost Letter issued on February 18, 2025 and is awaiting countersignature from DPL.

Impact Assessment Highlights

Biological

- The Applicant's ERD indicates that the parcel contains streams and tidal and nontidal wetlands associated with Kings Creek which is on and adjacent to the subject site.

MARYLAND DEPARTMENT OF NATURAL RESOURCES

- The Maryland Department of the Environment (MDE), in an email dated September 17, 2024, confirmed that there are no regulated nontidal wetlands, nontidal wetland buffer, nontidal streams, or 100-year nontidal floodplain present in the project LOD that require authorization from the MDE Wetlands and Waterways Protection Program, provided the LOD reviewed is not changed.
- The Applicant's ERD states the Project is not located within a Tier II catchment, however, the entire industrial property is within the Chesapeake Bay Critical Area.
- The Applicant's May 9, 2025, letter from the Maryland Department of Natural Resources (DNR), Wildlife Heritage Service (WHS) determined that there are two endangered species associated with Kings Creek, the Gritty Hedge-nettle and Long's Bittercress, and one rare species, Leafy Pondweed, that the project site overlaps. The Applicant is incorporating recommendations made by WHS.
- The Applicant's March 19, 2025, letter from the U.S. Fish and Wildlife Service (USFWS) determined that the Proposed Action is Not Likely to Adversely Affect the endangered Indiana bat or the endangered northern long-eared bat. The USFWS indicated one candidate species, the monarch butterfly, may be present in the action area.
- The Applicant stated impervious areas will be limited to the associated access driveway and equipment pad for mechanical and electrical equipment.
- The Applicant indicated that no forest clearing is proposed for the project.

Noise Impacts

- The Applicant's ERD states that the nearest off-site residence is greater than 150 feet from the Project. Additionally, the Applicant indicated the closest non-participating residential reception areas to the equipment pad is approximately 870 feet away.

Visual Impacts

- The Project will be enclosed by a 7-foot-tall security fence covered in green plastic mesh.
- The Applicant intends to use existing vegetated areas and/or vegetative screening buffers on all sides of the Project.
- The Applicant utilized the Federal Aviation Administration (FAA) Notice Criteria Tool and determined the Project's location does not exceed notice criteria and no further coordination is required. The Project is located within 3 miles of Bennet Airport and the Maryland Aviation Administration (MAA) determined the Project is not an obstruction or hazard to air navigation.

Cultural Resource Impacts

- The Applicant corresponded with the Maryland Historic Trust (MHT), which has determined that the Project would have no adverse effect on historic properties.

Public Safety and Transportation

- The Applicant states that access to the Project site will be via an existing entrance along Old Princess Anne Road. The Project will also include a perimeter road for emergency vehicle access, or other access lanes as approved by the State and/or County Fire Marshal.
- The Applicants' ERD indicates that large materials and equipment will primarily be transported by tractor-trailers and unloaded by other construction vehicles during the construction phase. Various trucking and construction equipment are expected to be utilized during construction within the LOD. During peak construction the Applicant estimated approximately 40 one-way vehicle trips daily for workers and material deliveries. During operation traffic will mostly be limited to maintenance crews and vegetation management personnel traffic.
- The Applicant plans to coordinate with the State/County Fire Marshal for site access by emergency vehicles.

Economic and Fiscal

- The Applicant estimates the Project will create approximately 10 direct and 6 indirect jobs during the construction period. Following construction, the Project will generate 1 job during the operational phase.
- The Applicant indicated the Project represents a capital investment of approximately $ 3.6 million.

Greenhouse Gas Emissions Avoided

- The Applicant modeled the Project would reduce carbon dioxide (CO_2) emissions in Maryland by approximately 150 tons per year.