Note:
This summary was last updated on September 15, 2026
For current information, follow this PSC Case 9835

Denton Pine Solar
26844 Hobbs Road
Caroline County, Maryland 21629

PSC Case 9835

PPRP Case Manager: Mark Mank

Note: information provided in this summary is based on the CPCN Application and supplemental information filed with the PSC on November 21, 2025, February 9,2026 and August 2, 2026, which are subject to change and have not yet been fully reviewed by PPRP.

CPCN Timeline

CPCN Application filed on November 21, 2025
Applicant's Filed Direct Testimony Due: May 5, 2026
PPRP and Staff file Direct Testimony RLCs: November 5, 2026
Public Comment Hearing: Week of November 9, 2026
Applicant Status Update: December 18, 2026
PSC Evidentiary Hearing (if no contested issues): January 21, 2027

Project Location:

The ICFTS MD Solar, LLC, Denton Pine Solar Project (Project) will consist of a 4.63 MW AC community solar power array. The Project will be located on a parcel totaling 164 acres along 26844 Hobbs Road in Caroline County, Maryland (Figure 1). Google Map Link Per the Applicant, the approximate limit of disturbance (LOD) for the Project will be approximately 47 acres.

Figure 1. Project Location



Source: Denton Pine Solar CPCN Application

Project Overview:

Old Princess Anne Community Energy Initiative, LLC, (Applicant) has applied for a CPCN to construct a 4.63 MW AC solar array in Caroline County.

Projects components include:

- 11,675 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 along Hobbs Road;
- 37 string inverters; and two power centers containing medium voltage transformers and string inverter stations.

Site Description

The parcel comprising the Project consists of existing agricultural fields and undeveloped forests. Surrounding areas are a mix of agricultural fields, residential farm properties, industrial properties and woodlands. The Applicants' Environmental Review Document (ERD) states the proposed Project is zoned R – Rural District and the Project is consistent with several of the County's zoning requirement.

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 18A2205660004072. The Applicant received a cost summary letter and interconnection study results from DPL on May 22, 2025.

Impact Assessment Highlights

Biological

- The Applicant's ERD indicates the parcel contains culverts, ditches and nontidal wetlands that generally drain southwest towards Herring Run, which drains into the Upper Choptank, which is confluent to the Choptank River.
- The Maryland Department of the Environment (MDE), in a letter dated March 21, 2025, stated that all proposed improvements are limited to the existing agricultural field on the N/S of Hobbs Road and any proposed impacts to

the identified waterways or nontidal wetlands and/or associated 25-foot buffer would require an authorization from the Department. MDE Wetlands and Waterways Protection Program, provided the LOD reviewed is not changed.

- The Applicant's ERD states the Project site lies within two Tier II catchment areas, Herring Run and Watts Creek. MDE determined that the Project does not require additional Tier II antidegradation review, and no impacts to Tier II waters are anticipated from of the development. The site is not located within the Chesapeake Bay Critical Area.
- The Applicant's June 4, 2025, letter from the Maryland Department of Natural Resources (DNR), Wildlife Heritage Service (WHS) determined that there are no official records for State or Federal listed, candidate, proposed, or rare plant or animal species within the Projects' area.
- The Applicant's May 1, 2025, letter from the U.S. Fish and Wildlife Service (USFWS) determined that the proposed action is Not Likely to Adversely Affect the proposed endangered tricolored bat or the endangered dwarf wedgemussel. The USFWS indicated one proposed threatened 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 but brush and scrub shrubs will be removed surrounding the demolished former house and associated structures.

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 1500 feet away.

Visual Impacts

- The Project will be enclosed by an agricultural security fence covered in 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 not located within 3 miles of any 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 determined that the project will have no adverse effect on historic properties.

Public Safety and Transportation

- The Applicant states that access to the Project site will be via an upgraded existing entrance along Hobbs Road. The Project will also include interior and perimeter access 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 via tractor-trailers and other trucking equipment as necessary predominately 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 on-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 21 direct and 13 indirect jobs during the construction period. Following construction, the Project will generate 2 jobs during the operational phase.
- The Applicant indicated the Project represents a capital investment of approximately $ 10 million.

Greenhouse Gas Emissions Avoided

- The Applicant modeled the Project would reduce carbon dioxide (CO_2) emissions in Maryland by approximately 310 tons per year.