

Note:
This summary was last updated on
February 12, 2026
For current information, follow this link:
[PSC Docket Case #9837](#)

Croom Road Solar 1

12201 Croom Road, Upper Marlboro, Maryland 20772 (Prince George's County)

[PSC Case #9837](#)

Note:
This summary is based on
information provided in the CPCN
Application filed with the PSC on
December 2, 2025, and
**supplemental filing on January
27, 2026**, which is subject to
change and has not yet been fully
reviewed by PPRP.

CPCN Timeline

CPCN Application filed on December 2, 2025
Applicant's Filed Direct Testimony Due: September 22, 2026
Intervenors' Direct Testimony Due: April 29, 2026
2nd Public Hearing: Week of May 3, 2027
Settlement Status Update: June 1, 2027
PSC Evidentiary Hearing (if settlement is reached): June 15, 2027

Project Location:

Project Croom Road 1 Solar (Project) will be located on a portion of an 88.2-acre parcel in Upper Marlboro, Maryland (Figure 1). [Google Map Link](#). Per the Applicant, the approximate limit of disturbance (LOD) for the Project will be 16.8 acres.

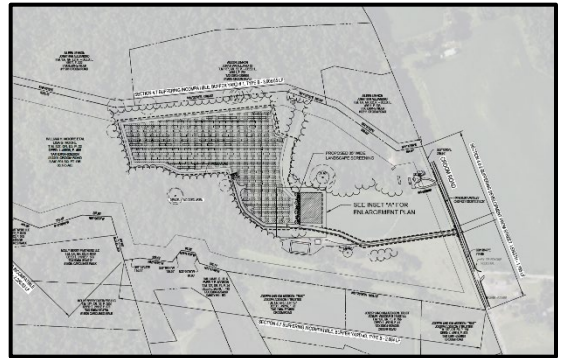
Project Overview:

Croom Road Solar 1, LLC (Applicant) has applied for a CPCN to construct a 3.0 MW AC solar facility in Prince George's County.

Project components include:

- Approximately 7,350 photovoltaic (PV) solar modules ground-mounted on a fixed-tilt system;
- Interconnection to the electric distribution grid via an existing Potomac Electric Power Company (PEPCO)'s 12.14 kV feeder line to the utility substation;
- 12 string inverters; and
- 1 equipment pad.

Figure 1. Project Location



**Source: Croom Road Solar 1, LLC
CPCN Application**

Site Description

The parcel that comprises the Project site primarily consists of agricultural fields and forested areas that have been used for agriculture and hunting. The LOD contains approximately 7.4 acres of prime farmland. Surrounding land uses include undeveloped woodlands and residential property to the north; woodlands, agricultural fields, and residential and commercial properties to the east; undeveloped woodlands to the west; and woodlands, agricultural fields, and residential and commercial properties to the south. The Project parcel is located within the Agricultural and Preservation (AG) Zoning Districts in Prince George's County, which permits a large-scale solar by right. However, under local regulations, a Community Solar Energy Generating System (CSEGS) is classified as a large-scale solar system, which is subject to Mandatory Referral review by the Maryland – National Capital Park and Planning Commission and is exempted from the underlying Zoning Ordinance.

The Project is a CSEGS and will deliver all its output to Maryland residents via the PEPCO electric distribution grid. The Applicant applied to the PSC for authorization to participate in Maryland's Community Solar Program and was assigned Subscriber Organization Identification Number 24A3123980007529 for 3.0 MW. The Applicant submitted an interconnection application to PEPCO on February 27, 2025, and anticipates conditional approval by December 19, 2025.

Impact Assessment Highlights

Biological

- Non-rooftop disconnection credits will be used to satisfy MDE stormwater management requirements.
- The Applicant's Wetland Report indicates that there are no wetlands or streams located within the LOD. MDE confirmed in a letter dated October 21, 2025, that no authorization from the Nontidal Wetland Division is required.

- The Applicant consulted with the Maryland Department of Natural Resources, Wildlife and Heritage Service (DNR-WHS), and the U.S. Fish and Wildlife Service (USFWS) for records of Rare, Threatened, or Endangered (RTE) Species. The agencies determined that the Project would have no effect on the RTE species.
- The Project site is located within the Patuxent Watershed, which is designated as the Maryland Scenic River and Watershed. The Applicant has consulted with the DNR Land Acquisition and Planning Unit regarding the proposed project's consistency with the Patuxent Scenic River Management Plan and is awaiting the agency's comments.
- The Project property does not contain any conservation easements or restrictive covenants
- The Applicant's Concept Site Plan indicates that the Project will add approximately 1.89 acres of impervious area.
- The Applicant's ERD states that no forested areas will be cleared as part of the Project.
- The Project is not located in a critical area or a Tier II catchment area.

Noise Impacts

- The Applicant's ERD states the closest participating and non-participating residential receptors to the equipment pad, which contains the inverter, is approximately 870' and 980' away, respectively. The Applicant concludes that the noise impacts from the normal solar facility operations are considered negligible.

Visual Impacts

- The Project parcel is located west of Croom Road, which is a designated scenic and historic byway, but the Project proposes approximately 1,000 ft setback from Croom Road.
- The Project will be enclosed by a 7-foot-tall security fence.
- The Applicant proposes to use the existing tree cover that is present along the western, northern and southern sides of the site to mitigate visual impacts for the neighbors. The Applicant plans to install a 35-foot landscape buffer on the eastern side to screen the Project from Croom Road.
- The Applicant's glare study predicts green glare on Croom Road, Nottingham Road, one private driveway, and three stationary receptors. No yellow glare is predicted.

Cultural Resource Impacts

- The Project property contains two tobacco barns listed in the Maryland Inventory of Historic Properties, and a late 19th-century farmhouse. However, the Maryland Historical Trust (MHT) has determined that no historic properties will be affected by the Project, provided that no buildings or structures are removed, razed, demolished, or altered as part of the proposed Project.

Public Safety and Transportation

- The Applicant utilized the Federal Aviation Administration (FAA) Notice Criteria Tool to determine that the Project does not exceed notice criteria. The Applicant consulted with the Maryland Aviation Administration (MAA), and the MAA indicates in its August 1, 2025, letter that the project does not penetrate any imaginary surfaces to a public-use airport licensed by the administration and is not an obstruction or hazard to air navigation.
- The Applicant proposes to install a 20-foot gravel drive from Croom Road to access the Project site.
- The Applicant's ERD indicates that during construction of the Project, daily traffic to the site may include tractor-trailers, miscellaneous construction equipment, and personnel vehicles. A staging area will be utilized for unloading equipment and materials and is included in the Conceptual Site Plan. During operation, traffic will mostly be limited to maintenance crews for seasonal mowing and maintenance for any operational issues.
- The Applicant states that it will take photographs of the affected roads prior to the start of construction, and any unexpected damage will be repaired.

Economic and Fiscal

- The Applicant's ERD states that the Project will employ approximately 20 direct and 9 indirect jobs during construction. Following construction, the Project will generate approximately one long-term maintenance job.
- The Applicant indicates that the Project includes a capital cost of approximately \$7.5 million.

Greenhouse Gas Emissions Avoided

- The Applicant indicates that the Project would reduce carbon dioxide (CO₂) emissions in the Mid-Atlantic region by approximately 6,370 tons per year.