

Note:
This summary was last
updated on
September 8, 2026
For current information, follow
this link: [PSC Docket Case
#9881](#)

Croom Community Energy Initiative Solar 11403 Croom Road, Upper Marlboro, Maryland (Prince George's County) [PSC Case #9881](#)

Note:
This summary is based on
information provided in the
CPCN Application filed with
the PSC on **June 10, 2026**,
and **supplemental filings on
July 8, 2026, and August 5,
2026**, which is subject to
change and has not yet been
fully reviewed by PPRP.

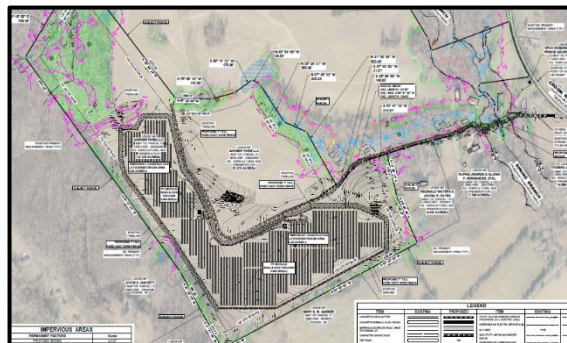
CPCN Timeline

CPCN Application filed on June 10, 2026
Applicant's Filed Direct Testimony Due: December 1, 2026
Intervenor's Direct Testimony Due: May 20, 2027
Public Comment Hearing: Week of May 24, 2027
Settlement Status Update: June 22, 2027
PSC Evidentiary Hearing (if settlement is reached): To be decided

Project Location:

Project Croom Community Energy Initiative Solar (Project) will be located on a portion of an 87.3-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 34.8 acres.

Figure 1. Project Location



**Source: Croom Community Energy Initiative,
LLC, CPCN Application**

Project Overview:

Croom Community Energy Initiative, LLC (Applicant) has applied for a CPCN to construct a 3.9 MW AC solar facility in Prince George's County.

Project components include:

- Approximately 9,269 photovoltaic (PV) solar modules ground-mounted on a single-axis tracking system;
- Interconnection to the existing Potomac Electric Power Company (PEPCO)'s electric distribution grid along Croom Road;
- 15 string inverters; and
- 2 equipment pads.

Site Description

The parcel that comprises the Project site primarily consists of open agricultural and/or maintained fields and wooded areas that have historically been used to produce corn and soybeans. The LOD contains approximately 27.43 acres of prime farmland. Surrounding land uses include residences, agricultural fields, and wooded land. The Project parcel is located within the Agricultural and Preservation (AG) Zoning District in Prince George's County, which permits large-scale solar. The Project will undergo a Mandatory Referral review to receive advisory decisions and recommendations from the Planning Board of the Maryland – National Capital Park and Planning Commission.

The Project is a Community Solar Energy Generating System (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 25A3167020008222 for 3.95 MW. The Applicant submitted a full interconnection application to PEPCO and received preliminary feedback from PEPCO's technical review on June 11, 2025.

Impact Assessment Highlights

Biological

- Non-rooftop disconnection credits will be used to satisfy MDE stormwater management requirements.
- The Applicant's ERD states that one wetland and three waterbodies were identified within the Project Site. The Project will avoid these resources. The Applicant will need to replace an existing bridge located over a perennial

stream as part of an off-site driveway upgrade. Based on MDE's Wetlands and Waterways Pre-Application Summary dated August 28, 2025, MDE agrees with the Applicant's delineation and notes that "any proposed impacts to regulated resources would require authorization from the Department."

- 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 RTE species.
- The Project site is located within the Patuxent Watershed, which is designated as a Maryland Scenic River and Watershed. The Applicant consulted with DNR Land Acquisition and Planning and was informed that the Project will not have an impact on the scenic quality of the Patuxent River.
- There are no conservation easements on the Project site.
- The Applicant's Concept Site Plan indicates that the Project will add approximately 0.16 acres of permanent impervious surface and 0.64 acres of temporary impervious surface.
- The Applicant's ERD states that no impact to specimen trees or forests is anticipated for the proposed solar array, but seven specimen trees are estimated to be removed due to improvements to the existing gravel driveway.
- The Project is not located in a critical area or a Tier II catchment area.

Noise Impacts

- The Applicant's ERD states that the closest sensitive noise receptor is a residential property located off of Croom Road, approximately 1,140 feet from the electrical equipment. The Applicant concludes that the noise impacts from the Project are considered negligible.

Visual Impacts

- The Project Site is in the vicinity of the Patuxent River Rural Legacy Area and a Priority Preservation Area, as well as Croom Road, which is designated as the Star-Spangled Banner Scenic Byway. Existing vegetation east of the Project Site will screen the Project from these scenic resources.
- The Project will be enclosed by a 7-foot-tall agricultural fence.
- The Applicant plans to install a 35-foot landscape buffer on the eastern, western, and northern sides of the site to mitigate visual impacts for the neighbors and will utilize a combination of an existing berm and a proposed 10-foot landscape buffer to screen the south side.
- The Applicant's glare study predicts no glare on any of the 63 receptors included in the study.

Cultural Resource Impacts

- There are no historic structures or properties within the Project Site. 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 this proposed work to construct this solar facility or associated road improvements. MHT also acknowledged that the bridge that will be used for site access does not meet National Register of Historic Places criteria and may be replaced. The Applicant will comply with MHT's conditions stated above.

Public Safety and Transportation

- The Applicant consulted the Federal Aviation Administration (FAA), which confirmed that this project would not be a hazard to air navigation and does not exceed obstruction standards. The Maryland Aviation Administration (MAA) indicates in its October 29, 2025 letter that the Project is not an obstruction or hazard to air navigation.
- The Project will be accessed via an existing gravel driveway to Croom Road that will be upgraded as part of the Project development.
- During construction of the Project, materials deliveries will be shipped to the site via tractor-trailer, flatbed trailers, and other trucking equipment. Daily traffic will also include personnel vehicles. A staging area will be utilized for unloading equipment and materials and for parking. During operation, traffic will mostly be limited to biannual mowing or site inspections/repairs.
- The Applicant states it will monitor any damage to public roadways resulting from the construction or operation of the Project. If any damage occurs, the Applicant will repair it in accordance with State or local specifications.

Economic and Fiscal

- The Applicant's ERD states that the Project will employ approximately 18 direct and 11 indirect jobs during construction. During operation, the Project will generate approximately one to two permanent maintenance jobs.
- The Applicant indicates that the Project includes a capital cost of approximately \$6.5 million.

Greenhouse Gas Emissions Avoided

- The Applicant's ERD indicates that the Project would reduce carbon dioxide (CO₂) emissions in Maryland and in the Mid-Atlantic region by approximately 260 tons per year (tpy) and 4,970 tpy, respectively.

