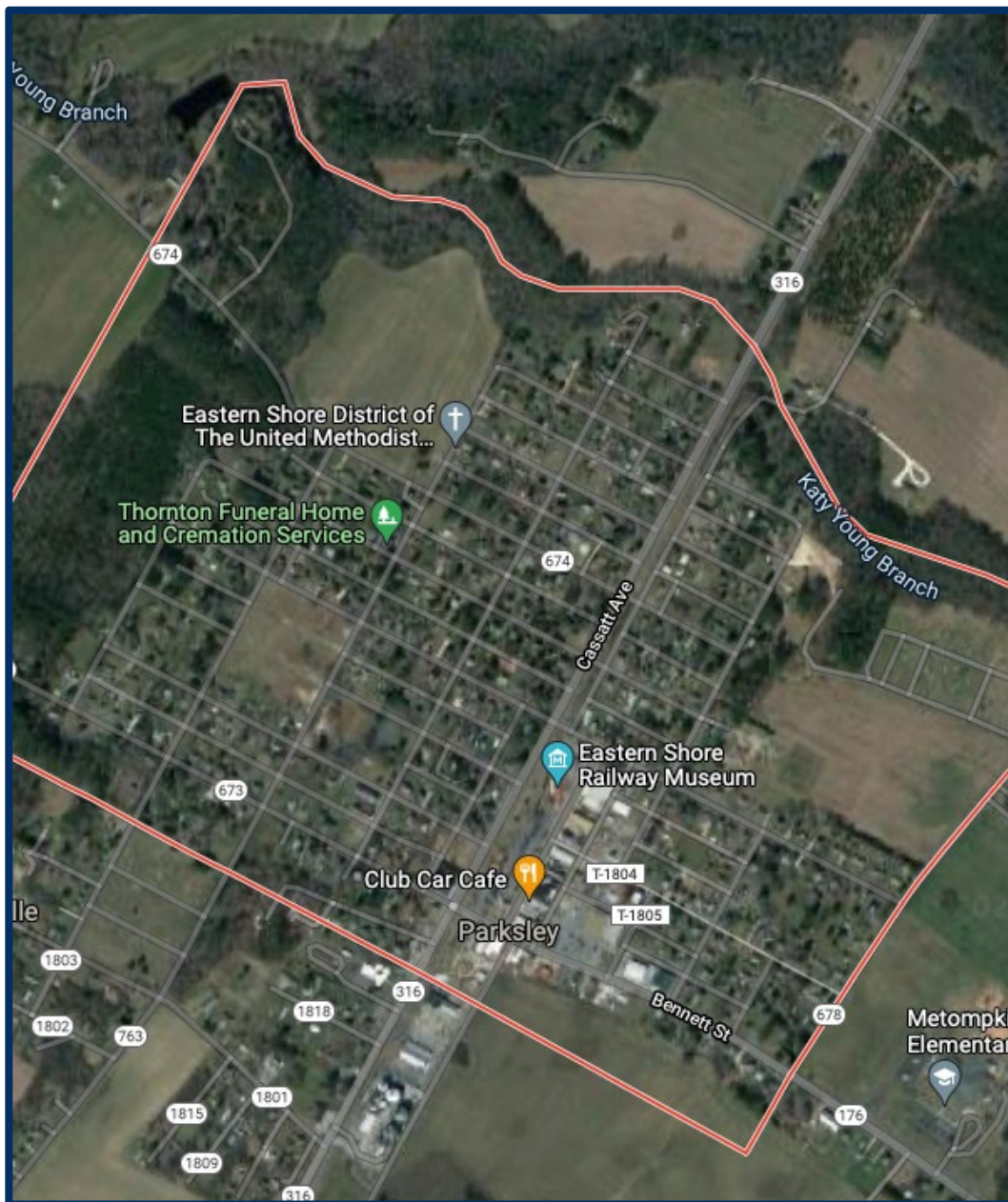


TOWN OF PARSKLEY

TOWN PROFILE

Parksley is located in central Accomack County and was originally a planned development that was founded in 1885 along the railroad. The Town was incorporated in 1904 and in 1906 became the first town on the Eastern Shore to have electricity. Parksley was Virginia's only Civil Air Patrol base during World War II and operated from April 16, 1942 to August 31, 1943. Although the railroad is no longer active, it defined the Town's growth and prosperity and still remains a prominent feature of the Town (*Town of Parksley Comprehensive Plan, 2006*).



Parksley Context and Google Map

SOCIO-ECONOMIC

Part of assessing hazards in relation to their risk is understanding the people affected. Not all people are affected equally. Some are affected by the factors that relate to their ability to understand risks posed by hazards, and some by their ability to remove themselves from harm’s way. Those factors include age, mobility, income and the languages individuals speak and the languages in which individuals are able to access information.

DEMOGRAPHICS

Parksley’s population remained relatively stable between 1960 and 2014 with the population reaching a high of 1,072 in 2013 and a low of 791 in 2019 (U.S. Census, 2000; U.S. Census, 2010; American Community Survey 2009-2013, 2014-2019). The 2019 American Community Survey 5-year estimates show the population at 791, which is a decrease of 150. As reflected in Table 1 below, the median age for residents in Parksley in 2019 was 40.5 years, slightly higher than the national median age. There has been an influx of young migrant families moving into the area, as nearly a quarter of the population is under the age of 18 and 17.5% are under the age of 9 (ACS 2019). Typically, younger adult residents are less of a high-risk population in times of hazards; however, families with young children may also need assistance in the case of an emergency. The population that speaks a language other than English increased by 10% from 2014 to 2019 (ACS, 2014-2019). This is an important factor to consider when there is a potential hazard in order to ensure all citizens are able to access important safety information in a language they can understand.

Table 1: Parksley Demographic Information

	2019*	2014**	2013***	2010****	2000*****
Population	791	941	1,072	842	837
Median Age	40.5	32.9	31.6	40.1	40.6
Disability	78	81	68	NA	NA
Income					
Median Household Income	\$52,841	\$50,000	\$42,917	\$43,625	\$35,313
Poverty Level	13.0%	11.4%	16.2%	14.1%	NA
Language					
Only English	73.7%	83.7%	82.6%	83.7%	NA
Other	26.3%	16.3%	17.4%	16.3%	NA
Spanish	2.9%	11.4%	14.5%	10.1%	NA
Indo-Euro	23.3%	4.9%	2.9%	2.0%	NA
Asian	0.0%	0.0%	0.0%	4.2%	NA
Other	0.0%	0.0%	0.0%	0.0%	NA

Source: *ACS, 2014-2019, **Annual Estimates of the Residential Population: 2010 – 2014, ***ACS, 2009-2013, ****U.S. Census 2010, *****U.S. Census 2000

The household income reflected by the American Community Survey data in Table 1 for 2014 and 2019 is estimated to be a significantly higher than the true value (Personal communications, Lauren Lewis, Town Clerk, March 25, 2021). This overestimate masks the ability of the Town to rebound in the event of disaster.

WORKFORCE

Employment patterns are important to examine for two reasons. They can help to identify concentrations of people for hazard information dissemination or hazard rescue and evacuation. They can also identify where disruptions in employment and income might occur in the aftermath of a disaster.

Table 2: Parksley Local Workforce

Civilian Employed Population										
Industry	2019*		2014**		2012**		2010***		2000****	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Agriculture, forestry, fishing/hunting, or mining	0	0.0%	31	6.6%	31	6.1%	44	8.1%	7	1.7%
Construction	55	12.9%	34	7.2%	38	7.5%	36	6.6%	36	8.9%
Manufacturing	150	35.0%	70	14.9%	70	13.7%	64	11.8%	74	18.3%
Wholesale trade	9	2.1%	22	4.7%	27	5.3%	22	4.1%	12	3.0%
Retail trade	47	11.0%	61	13.0%	57	11.2%	57	10.5%	63	15.6%
Transportation and warehousing, and utilities	14	3.3%	22	4.7%	30	5.9%	7	1.3%	12	3.0%
Information	0	0.0%	8	1.7%	7	1.4%	8	1.5%	0	0.0%
Finance, insurance, real estate, and rentals	12	2.8%	26	5.5%	4	0.8%	3	0.6%	19	4.7%
Professional, scientific, waste management	17	4.0%	8	1.7%	9	1.8%	21	3.9%	27	6.7%
Educational and health care services	45	10.5%	87	18.5%	98	19.2%	81	14.9%	76	18.8%
Arts, entertainment, recreation, food	35	8.2%	43	9.1%	73	14.3%	82	15.1%	28	6.9%
Public Admin	24	5.6%	29	6.2%	29	5.7%	80	14.7%	30	7.4%
Other	20	4.7%	29	6.2%	37	7.3%	38	7.0%	21	5.2%
TOTAL CIVILIAN EMPLOYED POPULATION	428	-	470	-	510	-	543	-	405	-

Source: *ACS, 2014-2019, **ACS, 2010-2014, ***U.S. Census 2010, ****U.S. Census 2000

The largest employer of Town residents is the manufacturing industry, which more than doubled the number of individuals employed in 2019 and makes up 35% of the workforce (ACS, 2014-2019). This industry is most likely dominated by poultry processing positions at nearby plants such as Perdue Farms and Tyson Foods. These companies often have policies in place to mitigate the economic impact for both the company and the employees; however, long-term closures would have strong negative impacts on the Town. There would be a ‘domino effect’ from such a closure, as employees in that industry wouldn’t have spending dollars for rent, local shops, family necessities, etc., and other dependent agricultural businesses would be at a loss as well.

BUSINESSES

Business data provides basic information used in projecting potential economic losses from business and employment disruption, along with wage losses to employees. They can also serve as an indicator of community recovery resources. Finally, data can help to prioritize restoration of utility and infrastructure functions following a high-intensity hazard.

Table 3 reveals a loss of eleven business establishments in Parksley since 2009. The Town is largely retail due to the historic downtown area supporting many small local shops and restaurants, but in the last several years, businesses such as Fresh Pride, Shay Refrigeration, Shore Bank, Lunch Box, What’s Your Fancy, etc. either closed or moved out of the Town. Remaining businesses, such as Jaxon’s Hardware, are still open but employ fewer employees due to economic challenges. There are also some health services and construction businesses located within Parksley. The County Library Board voted to relocate the library’s main branch from the Town of Accomac to Parksley in the former Fresh Pride grocery store. Construction should be completed soon and will bring more clients to small businesses and restaurants in the Town, making the Town more attractive for potential residents (Personal communications, Lauren Lewis, Town Clerk, March 25, 2021). The ongoing Parksley Downtown Revitalization project will likely

encourage new businesses to open in the area. This is also the future location for the Eastern Shore Rail Trail, which will run directly through Downtown and will be beneficial for the Town’s economy and new businesses.

Table 3: Parksley Business Establishment Types

Industry Code Description	Total Establishments		
	2013	2011	2009
Agricultural, Forestry, Fishing, and Hunting	1	1	1
Construction	5	7	8
Manufacturing	1	1	1
Wholesale Trade	1	1	1
Retail Trade	13	15	14
Transportation and Warehousing	1	1	2
Information	1	1	1
Finance and Leisure	1	1	1
Real Estate and Rental and Leasing	1	2	1
Professional, Scientific, and Technical Services	2	3	5
Administrative and Support and Waste Management Remediation Services	2	3	3
Health Care and Social Assistance	4	4	7
Arts, Entertainment, and Recreation	1	1	0
Accommodation and Food Services	3	3	3
Other Services (Except Public Admin)	8	10	8
Total, All Establishments	45	54	56
Total Employees	295	405	461

Source: Census Zip Code Business Pattern, 2013, 2011, 2009

The number of employees working in Parksley, provided in Table 3 above, gives a good indication of the number of people present in the Town during workweek business hours. During an emergency event, it is important to know the approximate number and distribution/location of people, so that their presence is known and may be more efficiently assisted. The drastic decrease in the number of employees that work in Parksley reflects the decrease of business presence in the Town.

BUILT INFRASTRUCTURE

Housing units, community facilities, and transportation are all important factors when considering hazard resiliency. They provide the social services necessary during hazardous scenarios, safe cover for those wanting to stay, and a way to leave towards safety.

HOUSING UNITS

Knowledge of a community’s housing base contributes to hazard and vulnerability analysis by identifying how many homes are at risk.

Parksley’s housing has remained relatively stable over the last decade. Although the American Community Survey data shown in Table 4 below would indicate a 16.5% increase in housing development from 2000 to 2014, Census data from 2010 refutes that estimate, as do local Town representatives, according to billing records (Personal communications, Mayor James Eichelberger, January 14, 2016). Data shown for 2019 seems to represent the housing in Parksley much more accurately, however, the number of vacant units is still likely too high (Personal communications, Lauren Lewis, Town Clerk, March 25, 2021). Many of these vacant units are used as second homes

Eastern Shore of Virginia Hazard Mitigation Plan

and are mostly in good condition; however, there are a few dilapidated structures that could pose a threat during a high-wind event due to lack of maintenance and loose yard debris.

Table 4: Parksley Housing

	2019*	2014**	2010***	2000****
Total Housing Units	388	485	407	405
Occupied	311	380	349	363
Vacant	77	105	58	42
Owner-Occupied	158	255	240	256
Renter-Occupied	135	125	109	107
Median Housing Value	\$147,900	\$131,900	NA	NA

Source: *ACS, 2014-2019, **ACS, 2010-2014, ***U.S. Census 2010, ****U.S. Census 2000

TRANSPORTATION

Parksley is served by an adequate road system, with State Route 316 providing north-south access for the Town. Route 176 is located east of Parksley and intersects Route 13, the major north-south transportation corridor that bisects the Eastern Shore. The streets are maintained by the Virginia Department of Transportation and are in primarily good condition, although due to resurfacing, some are now believed to be too high. Alleys are maintained and owned by the Town. Sidewalks in the Town are owned and maintained by either VDOT or private property owners (Personal communications, Lauren Lewis, Town Clerk, March 25, 2021). With the library moving into Parksley, improvement to the Town’s walkability is a high priority and is being addressed through the Downtown Revitalization project. The abandoned Bay Coast Railroad runs directly through Downtown, which was once centered around railroad activity. The Eastern Shore Railway Museum is located on Dunne Avenue and is very popular among train enthusiasts and visitors. Ongoing plans for the Eastern Shore Rail Trail would eventually convert the abandoned railway into a multi-use path that connects towns up and down the Eastern Shore from Cape Charles north to Hallwood.

The measure of vehicles available to households is one indicator of a household’s ability to evacuate when necessary. According to Table 5 below, there are 14 residences without access to a vehicle in Parksley, although the actual number may be closer to ten (Personal communications, Lauren Lewis, Town Clerk, March 25, 2021). Many residents of the Town utilize Star Transit and are picked up at the pavilion, which is easily accessible to most areas of the Town. Shore Ride Uber also provides transportation services up and down the Eastern Shore.

Table 5: Parksley Resident Vehicles

Vehicles Available	2019*	2014**	2010**	2000***
None	14	17	17	20
One	104	160	204	168
Two	81	141	212	114
Three or more	112	62	58	61

Source: *ACS, 2014-2019, **ACS, 2010-2014, ***U.S. Census 2000

COMMERCIAL AREAS

The central business district (Downtown) is located near the center of Town along the railroad tracks. It contains a variety of retail stores, services, eating establishments, and professional offices. The business district went under extensive revitalization in 1986 which included improvements on the storefronts, expansion of existing retail areas

Town of Parksley

and services, drainage improvements, extensive landscaping, and the installation of parking lots, sidewalks, a Farmer's Market Pavilion, street lights, benches, and trash receptacles. There is currently a new Downtown Revitalization project ongoing that includes similar improvements regarding landscaping, signage, street lighting, signature art, informational kiosks, and more (*Parksley Downtown Revitalization Plan, 2019*).

Just south of Parksley, there is an active Industrial Agriculture facility that could affect the Town in the case of hazard which, in turn, could lead to major impacts on the economy.

COMMUNITY FACILITIES

Community facilities are facilities required to support the services and functions provided by the Town government or in coordination with other public and private entities. These facilities enhance the overall quality of life for the Town and its citizens. It's important to note what facilities are available in case of a hazard, and it's important to make an inventory of facilities that could be affected by a hazard. Community facilities in Parksley include Parksley Police Department, Fire Department, Town Office, and a Farmer's Market.

Figure 1: Parksley Fire Department



PUBLIC SAFETY

Police protection is provided by the Parksley Police Department, stationed at the Municipal Building on Dunne Avenue. The Town currently employs one police officer and owns three police cars (Personal communications, Lauren Lewis, Town Clerk, March 25, 2021). Accomack County Sheriff's Department and the Virginia State Police also assist on calls when needed.

Fire protection and ambulance services for the Town and surrounding area, approximately 7,500 people, is provided by the Parksley Volunteer Fire Department, located on Dunne Avenue and shown in Figure 2. The Fire Department operates four ambulances, two engines, one tanker, one air trailer, one brush truck, one utility vehicle, and one rehab vehicle (Personal communications, Lauren Lewis, Town Clerk, March 25, 2021). The Fire Department is also the designated emergency staging area, and the Pavilion is the area for dispensing emergency supplies, such as food and medicine (*Town of Parksley Comprehensive Plan, 2006*).

WATER SUPPLY & SEWAGE DISPOSAL

The Town operates a public water supply system with ground water wells. There are two deep production wells operated on a regular basis, with a third well available for emergency backup operations and Fire Department use. Water is chlorinated at the well site and then pumped to a 75,000-gallon elevated storage tank for distribution. There are several wellhead-protection measures in place, such as fencing and locked well caps (*Town of Parksley Comprehensive Plan, 2006*).

Parksley's potable water supply is obtained from ground water through a municipal supply system. Parksley is located in Wellhead Protection Area C- Perdue Area. Major water withdrawers in this area are Perdue, the Towns of Onancock and Parksley, and Riverside Shore Rehabilitation Center. Additional large withdrawals could have an impact on water quality from salt water intrusion and deterioration of water quality.

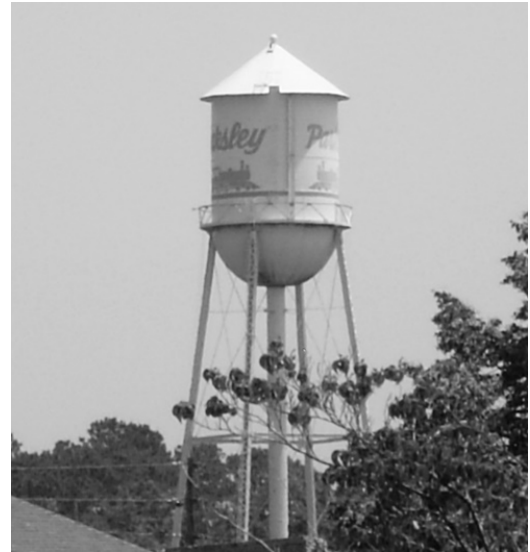


Figure 2: Parksley Water Tower.
Photo by Curt Smith

SOLID WASTE DISPOSAL

The Town contracts Davis Disposal for solid waste collection services on a weekly basis for Parksley residents and twice a week for commercial establishments (Personal communications, Lauren Lewis, Town Clerk, March 25, 2021).

PARKS AND RECREATION

The Parksley Town Park is equipped with playground equipment, tennis courts, benches, and an athletic field. The Town also owns the Parksley Scout House, located adjacent to the Town Park. Located behind the playground equipment is a hockey field that many residents and non-residents utilize frequently on Sundays (Personal communications, Lauren Lewis, Town Clerk, March 25, 2021). Across the street from the Town Park is an athletic field that provides additional recreational opportunities. Parksley is also home to the Eastern Shore Railway Museum (*Town of Parksley Comprehensive Plan, 2006*).

DRAINAGE DITCHES

Maintenance of drainage ditches and storm drains in Town is the responsibility of VDOT. Stormwater drains are located in the commercial area along Dunne Avenue, Bennett Street, and at the Town Park. Drainage is less than satisfactory during periods of heavy rain. Ditches along Main Street and Bennett Street are prone to frequent flooding (Personal communications, Lauren Lewis, Town Clerk, March 25, 2021).

SCHOOLS

Metompkin Elementary School teaches grades Pre-K-5 and is located just southeast of town limits on Bennett Street. There are no known private schools or daycare centers (Personal communications, Lauren Lewis, Town Clerk, March 25, 2021).

NATURAL ENVIRONMENT

Parksley lies within the Chesapeake Bay watershed. The elevation ranges from 30 to 43 feet above sea level, with slopes from 0-6%. The Town itself is relatively flat and is not located within the 100-year floodplain. The soils are a major limiting factor for development due to their unsuitability for septic tanks (*Town of Parksley Comprehensive Plan, 2006*).

LAND USE LAND COVER

Parksley has a land area of 0.625 square miles or 400 acres. Approximately 30% of land in Parksley is developed with residential land use being the predominant land use category concentrated in the southeast portion of the Town. Commercial land uses are clustered throughout and agricultural land use is comprised of three large tracts of farmland located in the outlying areas of Town. A substantial portion of agricultural land contains soil types which would allow on-site septic systems, which offers an opportunity for future development. There are plans for towns further south on the Shore to connect to Hampton Roads Sanitation District (HRSD) sewer lines that will be running from Nassawadox in Northampton County to the Wastewater Treatment Plant (WWTP) in Onancock. Phases following these initial connections will focus further north in Accomack County, potentially allowing Parksley to connect. Connecting to a sewer system, if available, would allow for further development and would assist in the mitigation of groundwater contamination and other health risks that septic tanks pose. Until then, vacant land present in Town can be developed with alternative (above ground) septic systems (*Town of Parksley Town Plan, 2006*).

HAZARD PREPAREDNESS & COMMUNITY CAPABILITIES

PREVIOUS HAZARD MITIGATION PLANS

[§201.6\(b\)\(3\)](#), [§201.6\(c\)\(3\)](#), [§201.6\(d\)\(3\)](#) Parksley has participated in the hazard mitigation planning process since 2011. The Town’s primary risk is associated with storm water flooding.

Table 6 : Town of Parksley Hazard Mitigation Resources

	Ordinances, Plans, & Publications														Resources, Committees					
Authority	Building Code	Chesapeake Bay Act	SWMP	Hazard Mitigation Plan	Comprehensive Plan	Zoning &/or Subdivision Ordinance	Storm Water Regulations	Transportation Infrastructure Inundation Vulnerability Report	All Hazards Preparedness	Emergency Operations Plans	Mutual Aid	Agreements/Documents	Neighborhood Emergency Help	Virginia Hurricane Evacuation	Oil & HazMat Response Plan; HazMat Commodity Flow	Ground Water Committee	Navigable Waterways Committee	Climate Adaptation Working Group	ES Disaster Preparedness Coalition	
Local					*	*														
County	*		*																	
Regional				*				*	*	*					*	*	*		*	
State		*					*							*						
Federal		*																		

NATIONAL FLOODING INSURANCE PROGRAM & HAZARD MITIGATION GRANT PROGRAM

NFIP

§201.6(c)(2)(ii), §201.6(c)(3)(ii), §201.6(d)(3) The Town joined the NFIP on December 22, 2008. The Town has 2 NFIP policies totaling \$630,000 in coverage. Neither policy is located in a flood zone, nor have there been any claims filed in the Town (*FEMA NFIP Insurance Report*, January 2016). This may indicate potential storm water flooding issues within the Town.

HMGP

Parksley has not participated in the HMGP.

HAZARDS PROFILE

§201.6(c)(2)(i), §201.6(c)(2)(ii), §201.6(d)(3) Stormwater flooding has the greatest and most frequent impact on the Town.

PANDEMIC RESPONSE AND READINESS

The Town of Parksley enacted several measures in order to combat the COVID-19 pandemic. The Town installed plexiglass and plastic as barriers between employees and the public in all Town-owned buildings that remained open. Signage encouraging masks and social distancing were placed along the sidewalks and around Downtown. High-touch surfaces were sanitized frequently and hand sanitizer was placed around the Town (Personal communications, Lauren Lewis, Town Clerk, March 25, 2021).

CARES Act funding was used to purchase sanitizing equipment, signage, and masks; however, most of the funds were given to businesses. Twenty-three businesses in Parksley were able to benefit from these funds (Personal communications, Lauren Lewis, Town Clerk, March 25, 2021). In the event of a similar pandemic in the future, the Town held on to leftover supplies that can be distributed to residents again.

WIND

No parts of the Town lie in the wind-borne debris hazard area. This area extends one mile inland from the coast. The Town lies in the 110-120 mph design wind zone ([Accomack County Building Code](#)). Most of the residential areas are older and have mature trees in and around the homes. Falling branches or trees may cause damage to structures during a high-wind event.

In September of 1985, Hurricane Gloria damaged and up-rooted 23 mature trees in Town. Downed trees are hazardous to power lines and can cause extensive power outages. Hurricane Sandy wreaked similar havoc, as seen in Figure 4. The Parksley Water Tower, Figure 3, is the water source for the Town residents. Wind is the greatest hazard threatening the structure.



Figure 4: Uprooted tree during Hurricane Sandy. Photo by Denise Bernard

COASTAL EROSION

No structures are at immediate risk to coastal erosion.

COASTAL FLOODING

No portions of the Town lie within a Special Flood Hazard Area or within the X zone, which is the 500-year floodplain. The threat of coastal flooding within the Town is considered to be minimal.

STORM WATER FLOODING

Stormwater flooding has the greatest and most frequent impact on the Town. The Town is underlain by some soils that are unsuitable for drainage and rainwater. The 2006 *Town of Parksley Comprehensive Plan* indicates that the Town's hydric soils are located along Katy Young Branch to the north and in the western portion of the Town. A secondary hazard from standing water is the potential for mosquito-borne diseases that could impact the health of residents.

VDOT maintains the main drainage ditches within the Town limits. Drainage issues are commonly experienced along the boundaries of the Town where the ditches are not maintained as regularly (Personal communications, Lauren Lewis, Town Clerk, March 25, 2021). Regular maintenance and upkeep of these drainage ditches is crucial to mitigate severe stormwater flooding. A large thunderstorm struck Parksley on September 3, 2003, just prior to Hurricane Isabel. It brought heavy rains that back flooded several homes along Bennett Street on the west side of Town and several stores along Bennett and Dunne Streets in the center of Town. It was suspected that clogged ditches and hydric soils in the area were the main factors in the flooding that occurred. Town officials have indicated that the storm water

Town of Parksley

culverts around the Downtown Business District are undersized and have not historically been able to handle heavy rains. Rains from nor'easters and hurricanes have historically impacted the Town.

Table 7: Parksley Identified Flooding Locations, Causes, & Affected Critical Facilities

	HMP 2006	HMP 2011	HMP 2016	HMP 2021
Where is the flooding?	NA	Katy Young Branch to the north and western portion of the Town	Dunne & Adelaide; In front of Jaxon's, Perennial ditch on south side	Streets surrounding Dunne; Downtown areas
Cause of Hazard	NA	Significant rain events and inadequately maintained storm water ditches	Significant rain events and undersized drainage pipes	Significant rain events and inadequately maintained drainage ditches
Critical Facilities Identified	NA	Downtown Business District	Downtown Business District	Downtown Business District



Figure 5: Parksley Downtown Business District. Photo by Curt Smith

The Downtown Business District, shown in Figure 5, is regularly flooded during large rain events. Rainwater commonly becomes backed-up as a result, causing flooding in the streets and storefronts.

HAZARDS OF LOCAL SIGNIFICANCE

GROUND WATER CONTAMINATION

The Town faces a threat of ground water contamination from several sources including failed septic systems within the Town, leaks and spills of petroleum-based products from underground storage tanks, and major industrial facilities within the area. In Parksley, all residential treatment of wastewater and sewage is done through on-site septic systems within the Town limits. The Town has a central sewer system that was constructed in 2009 that

Eastern Shore of Virginia Hazard Mitigation Plan

provides wastewater and sewage treatment service to the Downtown Business District. The public water supply and central sewer systems have a secondary power supply in the event of a power outage.

Major ground water withdrawers in the area are Perdue Farms, Byrd Foods, the Towns of Onancock and Parksley, and Riverside Shore Rehabilitation Center. Large withdrawals of ground water in the vicinity increase the possibility of well interference, salt water intrusion, and a deterioration of water quality (*Town of Parksley Comprehensive Plan, 2006*), which has been an ongoing issue for the Town. The Town has contracted with Environmental System Services and MSA to ensure water quality and to help prevent future groundwater contamination (Personal communications, Lauren Lewis, Town Clerk, March 25, 2021).

ICE & SNOW STORMS

A large ice storm impacted the Town in the late 1990s. The ice storm downed tree limbs and power lines, forcing local businesses to close for several days. Residents also had no electricity for an extended period of time.

DROUGHTS

As a result of historic droughts impacting the Town, Parksley has adopted an ordinance regulating water usage during droughts to conserve the Town's water supply.

TORNADOES

Tornadoes have not historically hit within Town limits, but they have occurred on the outskirts of Town and are a relevant concern.

CRITICAL FACILITIES

The following table lists the critical facilities and their relative importance to the Town.

Table 8: Parksley Critical Facilities

Facility	HMP 2006	HMP 2011	HMP 2016	HMP 2021	Hazards	No of People Affected	Loss potential	Relocation Potential	Retrofit Potential
Town-owned Facilities									
Parksley Town Office	-	X	X	X	Wind Stormwater Fire	791+	Major Disruption	Yes	Yes
Parksley Public Water Supply and Sewer System	-	X	X	X	Wind Stormwater	791+	Devastating	No	Yes
Parksley Town Park	-	X	X	X	Trees Wind	791+	Inconvenience	No	Yes
Parksley Pavilion (also staging area, recreational area, & farmers market)	-	-	X	X	Wind Fire Stormwater	791+	Major Disruption	No	Yes
Parksley Police Department	-	X	X	X	Wind Fire Stormwater	791+	Major Disruption	Yes	Yes
Town Parking Area	-	X	X	X	Wind Fire Stormwater	791+	Major Disruption	No	Yes
Other Facilities									
Eastern Shore Railway Museum	-	X	X	X	Wind Fire Stormwater	791+	Inconvenience	No	Yes
Parksley Fire & Rescue Department	-	X	X	X	Wind Fire Stormwater	7500+	Devastating	No	Yes
U.S. Post Office	-	-	X	X	Wind Fire Stormwater	791+	Major Disruption	Yes	Yes
Gas Station	-	-	X	X	Wind Fire Stormwater	791+	Major Disruption	Yes	Yes

FINDINGS

1. The hazards expected to have the greatest impact on the Town are stormwater flooding, high-wind events, and groundwater contamination, which have been experienced throughout the Town's history. Other hazards facing the Town are ice storms, drought, tornadoes, and mosquito-borne disease.
2. Although no part of the Town lies within any flood zone, due to soil types, topography, and inadequate drainage system, stormwater flooding is the most common hazard experienced by the Town. **There are two flood insurance policies in the Town.**
3. The Town has identified undersized drainage pipes and repeatedly paved over and thus raised road levels, particularly Dunne Avenue in the Downtown Business District, as the cause of increasing effects of stormwater damages on adjacent buildings and vehicles.
4. Older construction and mature trees in residential areas increase risk from damages from wind and snow events, as branches are likely to come down causing secondary wind/snow damages and power outages.
5. The Town's groundwater supply was contaminated within the last five years. Failed septic systems, leaks and spills of petroleum-based products from underground storage tanks, and major industrial facilities in the area pose a high threat of groundwater contamination to the Town.