

Regional District of Nanaimo Electoral Area B Evacuation Route Guide



REGIONAL
DISTRICT
OF NANAIMO



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1. INTRODUCTION

1.1 Purpose

The purpose of this document is to provide detail to the Regional District of Nanaimo (RDN) Emergency Operations Centre (EOC) in the event of an evacuation of Gabriola Island, Mudge Island, and/or DeCourcy Island. The information presented within this document was primarily collected through stakeholder engagement sessions and leverages the professional experience of staff from organizations within the area, as well as from community associations and residents from across all three islands.

1.2 Scope

This document is to be used in conjunction with the existing RDN Evacuation Operational Guide and the RDN Emergency Plan which provide details on operational decision-making and the EOC planning process when the need for an evacuation has been identified. The intent of this document is not to provide detail regarding the structure of the RDN's emergency program, ICS structures, or EOC operational planning process, rather, provide information to the RDN EOC such as identifying specific evacuation routes, vehicle staging locations, and other tactical considerations that should be used as part of an evacuation.

1.3 Continuous Improvement

This document has been developed with continuous improvement in mind. A comprehensive revision tracking table has been included within this document to guide ongoing reviews and updates to critical information within the document. At a minimum, RDN staff should conduct a review following every activation requiring use of this plan as well as a biennial review of this document and its contents. This will ensure that the information remains up to date and to ensure that important information is added, removed, or otherwise modified.

2. ELECTORAL AREA B COMMUNITY PROFILE

2.1 Hazard Identification

The 2019 RDN Hazard, Risk, and Vulnerability Analysis (HRVA) provides a comprehensive analysis of the hazards, risks, and vulnerabilities faced across the RDN [1]. While this analysis considered the entire RDN, it provides pertinent information specific to evacuation planning for Electoral Area B which is the primary focus of this document.

Figure 1 provides an overview of the top hazards identified by the 2019 HRVA. While this list was developed for the broader RDN, a subset of these are relevant to residents of Gabriola, Mudge, and DeCourcy Islands and have been used as a planning basis in this route guide to plan for phased, or total evacuation of one or more of the Islands.

Hazard	Likelihood (1-5)	Overall Consequence (11-55)	Risk Score
Fires (Wildfire and Urban Interface)	5	37	185
Overland Flooding	5	29	145
Wind Event	4	35	140
Drought	5	28	140
Motor Vehicle Incident	4	31	124
Electrical Power Outage	5	24	120
Structure Fire	5	24	120
Rivers, Lakes, and Stream Flooding	5	23	115
Coastal Flooding	5	22	110
Human Disease	3	33	99
Intentional Acts of CBRNE	2	35	70
Active Threat	2	33	66
Megathrust Earthquake	1	55	55

Figure 1: Top 13 Hazards within the RDN (2019 HRVA)

The specific subset of hazards identified as being relevant to Gabriola Island, Mudge Island and DeCourcy Island include:

- Fires (Wildfire and Urban Interface);
- Wind Event;
- Drought
- Electrical Power Outage;
- Structure Fire;
- Coastal Flooding;
- Human Disease; and
- Megathrust Earthquake.

2.2 Demographics

2.2.1 Gabriola Island Trust Area

The Gabriola Island Trust Area is located east of the City of Nanaimo with a population of 4,033 as of 2016 [3]. With a land area of 57.86km the population density per square kilometer is 69.7. The average age of residents is approximately 55.6 [3]. Based on census data the population in Gabriola is aging, with an increase in age of 40.5% in the population aged 65 years of age or older, and a decrease of 22.1% in the under 14-year-old age group [4].

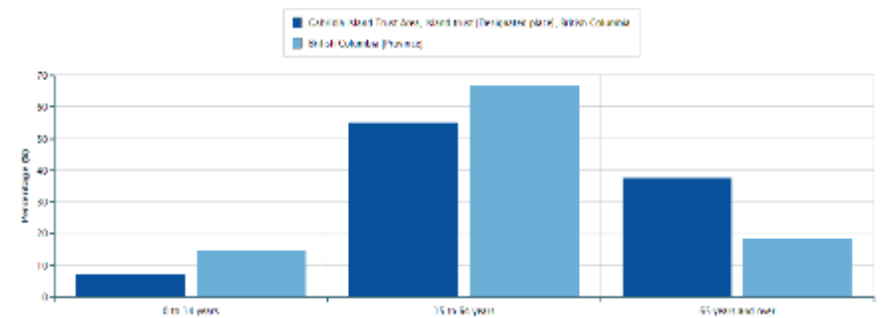


Figure 2 Gabriola Island Distribution (%) of the population by broad age group

The primary language spoken on Gabriola Island is English, with it being the first official language of 97.9% of the residents [3]. Less than 1% of the population has no knowledge of English nor French [3].

The population of Gabriola has high education rates with only 9.8% of the population having no post secondary education[3]. From the 2016 census 24.2% have a secondary school diploma or equivalent certificate, 66.1% has a post secondary certificate, diploma, or degree [3].

Of all occupied private dwellings by structural type 93% are single detached homes, 2.8% are movable dwellings, and the remaining 4.2% make up others such as semi-detached houses, apartments and duplexes, apartments fewer than five storeys [3].

The average private household size is 2.2. Table 1 below demonstrates the total census of families in private households by family size [3].

Table 1 Gabriola Private households by household size 2016

Private Household Size	2016
1 person	36.4%
2 persons	49%
3 persons	8.4%
4 persons	4.7%
5+ persons	1.9%

2.2.2 DeCourcy

DeCourcy Island is one of the Southern Gulf Islands south of Gabriola and Mudge Island. The island is approximately 186 Hectares in size and only has residential development with no services [6]. The Island has a significant seasonal fluctuation in population as many properties on the island are second homes. As the Island has no centralized electric or sanitation services, residents depend on generators, solar panels, turbines, water wells, rain collection, and septic systems. The island has gravel roads which provides access to areas such as Pirates Cove and a barge ramp for delivery of supplies. The island can only be accessed by boat and does not have ferry services. DeCourcy Island has an Island Community Association (DICA) that oversees the volunteer fire department. While this fire department has resources on-hand to support with firefighting activities, they are not a recognized fire department [6].

2.2.3 Mudge Island

Mudge Island is a small island located between Vancouver Island and Gabriola Island with a full-time population of 65-80 people [7]. The island can only be accessed by float plane or boats and has no ferry services or stores. The island infrastructure includes internet services, power, cable, telephone, and gravel roads to access most parts of the island [7]. Mudge Island Citizen's Society (M.I.C.S) provides support for fire prevention, fire fighting equipment, and emergency services on Mudge Island. M.I.C.S is not a recognized fire department [7].

3. AUTHORITIES AND LEGISLATION

3.1 Overview

Within the Province of BC there is various legislation providing authority to key agencies to initiate and/or support with evacuation activities. While these exist at all levels of government (i.e. local, provincial, federal), they aim to work in tandem to ensure that there are clear lines of responsibility and authority in the event of community evacuation.

Annex C provides a synopsis of the various legislation and legislated authorities from the provincial level, down to the local level that prescribes authority for initiating and executing evacuation activities.

4. ROLES & RESPONSIBILITIES

The following section briefly outlines the roles and responsibilities of the Local Authority, provincial, federal, and private and non-governmental organizations. For a detailed description of each organization please reference the RDN Evacuation Operational Guide – Annex B [8].

4.1 Local / Regional Stakeholders

4.1.1 Regional District of Nanaimo

The RDN is the Local Authority responsible for ordering non-tactical evacuations and managing evacuations of Electoral Area B including public communications, facilitating the movement of people, setting up and running reception/lodging for evacuees, and coordinating with external stakeholders and neighbouring jurisdictions. Existing emergency management structures within the RDN should be leveraged when evacuation activities are required.

Specific responsibilities of RDN include:

- Lead all pillars of Emergency Management within the jurisdictional boundary;
- Coordinate and liaise with neighbouring jurisdictions and various stakeholders, both internal and external, including the City of Nanaimo and EMBC;
- If necessary, declare a state of local emergency (SoLE);
- Issue evacuation alerts, orders, and rescinds;
- Issue all public warning documentation about evacuations;
- Assist vulnerable populations;
- Coordinate ESS response(s) as required to support the affected population;
- Maintain effective means of communication with the public;
- Provide resources where mandated to support with movement of residents;
- Perform damage assessment processes if necessary, before re-entry;
- Oversee and monitor evacuation process;
- Coordinate with external stakeholders with regards to traffic management;
- Ensure compliance with all legislation, regulations, and bylaws; and
- Provide and receive data from stakeholders to ensure situational awareness.

4.1.2 Local Fire Department(s)

Volunteer Fire Departments will have a key role to play in supporting evacuations. The specific function of Fire Rescue resources includes:

- Lead tactical evacuations in situations deemed necessary;
- Liaise with the RDN on all requirements of evacuations and provide support to agencies supporting evacuation activities;
- Coordinate the removal of trapped persons where life safety is at risk; and
- Provide fire suppression as per established procedures and protocols.

4.1.3 City of Nanaimo

The City of Nanaimo has a vested interest in evacuation activities of Electoral Area B as the primary urban centre within the RDN that connects Gabriola Island to Vancouver Island. The City of Nanaimo may be requested to support as a host community during evacuations.

4.2 Provincial Government

4.2.1 Emergency Management BC (EMBC)

Through activation of the Provincial Regional Emergency Operations Centre (PREOC), or Provincial Emergency Coordination Centre (PECC), or the Regional Duty Manager, as required:

- Coordinates any national and international supports required for impacted communities;
- Hosts daily coordination calls for Local Authorities, First Nations, and all responding agencies;
- Provides connection and coordination between all responding parties;
- Reviews and provides feedback on evacuation plans for the impacted community, upon request;
- Provides assistance with evacuation route planning and re-entry planning, upon request;
- Provides assistance in executing evacuations by way of resource requests or expenditure authorization for critical resources (e.g. transportation services, security, physical blockades, Search and Rescue);
- Provides assistance with communications to evacuees and the general public; and
- Accesses provincial volunteer resources (Search and Rescue, ESS Mobile Support Team, Provincial Emergency Radio Communications Service, Air, Road Rescue) as required.

4.2.2 Ministry of Agriculture (Agri)

- Provides advice to farmers, aqua-culturists and fisheries on the protection of crops, livestock, and provincially managed fish and marine plant stocks;

- Coordinates the emergency evacuation and care of poultry and livestock;
- Provides support to lead agencies, Local Authorities, First Nations, and agriculture producers, including with the planning and execution of livestock evacuation, emergency feeding, sheltering and care;
- Provides support to EOC/CCs, PREOCs, and the PECC with assessing temporary access requests by individual agriculture producers;
- During an animal health emergency, establishes quarantine or control zones that may prohibit, limit, or impose requirements in respect to the movement of persons into, from, or within the area; and
- During a plant or animal disease incident, or pest outbreak, serves as the Provincial lead agency for response, coordinating with the Canadian Food Inspection Agency as required.

4.2.3 BC Wildfire Services (BCWS)

For wildfire hazard events:

- Leads the response of all operations to wildfire hazard;
- Provides subject matter expertise to First Nations and Local Authorities regarding fire behaviour to support Evacuation Alerts, Orders, and Rescinds decisions;
- Assists with delineation and mapping for boundaries of recommended Evacuation Alerts and Orders;
- Provides recommendation on safety of temporary access;
- Provides public information regarding Evacuations, in support of and in close conjunction with EOC/CC;
- Maintains consistent and effective communication platforms and structures with EOC/CC and RCMP; and
- Provides technical expertise where requested.

For flood hazard event, as requested by PECC and/or PREOCs:

- Provides resources, communications and logistical support

4.2.4 Ministry of Children and Family Development (MCFD)

As required, through support and coordination with the Emergency Management Unit, MCFD:

- Liaises with EMBC through regional and Provincial coordination calls;
- Provides support to Service Delivery Areas and Local Service Delivery offices in the continuity of services;
- Provides direct assistance to caregivers and contracted care providers in impacted areas;
- Maintains a mechanism for the tracking of displaced children and youth in care;
- Receives, assesses, and responds to reports of unattended children; and
- Upon request, liaises with communities to assess need for local MCFD representation during major evacuations.

4.2.5 Ministry of Transportation & Infrastructure (MoTI) / Transportation Management Centre British Columbia (TMCBC)

MoTI is responsible for ensuring the safe movement of people and goods throughout the established network of public infrastructure built in BC. The B.C. government has ownership of and jurisdiction over most roads in RDN electoral areas. In respect to provincial highways:

- Works closely with First Nations and Local Authorities, and the RCMP during the pre-planning of an evacuation with regards to the selection, capacity, and conditions of proposed evacuation routes, and ensuring that all detours are viable for all types of traffic;
- Provides assistance strategizing on proposed messaging to the public through DriveBC about alternate routes once an Evacuation Order is in effect;
- Assists RCMP with traffic control and posts signage at key decision points along the evacuation route;
- Local Maintenance Contractors conduct roving patrols, assisting evacuees with breakdowns along the route or fuel shortages etc.;
- Responsible for staffing all checkpoints on provincial highways; and
- Prior to Evacuation Rescind, works closely with EOC/Coordination Centre to establish timing of repatriation, and ensuring transportation infrastructure is in a condition to support evacuees returning home.

4.2.6 Ministry of Forests, Lands, Natural Resource Operations and Rural Development (FLNRORD)

In response to flood hazards, and through the PREOCs and/or PECC:

- Through River Forecast Centre (RFC), issues advisories and provides forecast updates to First Nations and Local Authorities.
- Communicates with First Nations and Local Authorities and Diking Authorities on flood mitigation works. and
- Provides technical advice and specialist expertise, support services, and staff for PECC/PREOCs.

4.2.7 Health Emergency BC (HEMBC) / Provincial Health Services Authority (PHSA)

- Provides leadership and support to health sector;
- Responsible for providing health services and care to existing patients and clients;
- Evaluates the risk to affected communities and moves patients to health care facilities in other communities, as appropriate, usually during the Evacuation Alert stage;

- Tracks outpatients during evacuations (those receiving home care, outpatient treatments, etc.) and makes certain outpatients are continuing to receive specialized care in host communities;
- Provides psychosocial support to evacuees through the Disaster Psychosocial Services (DPS) program;
- Prior to an Evacuation Rescind being issued by the EOC/CC, health authorities work to re-establish key health services; and
- During re-entry, health authorities utilize appropriate health programs to provide public health advice and guidance (e.g. how to address houses contaminated by moulds or freezers filled with rotten food).

4.3 Federal Government

4.3.1 Canadian Armed Forces (CAF)

Through written request by the Province in the form of a Request for Federal Assistance (RFA):

- May provide extraction services to trapped evacuees;
- May deliver emergency resources to difficult-to-reach areas; and
- May provide any needed support as authorized by RFA Coordinated by the Joint Rescue Coordination Centre in Victoria, leads all Marine or Aircraft Search and Rescue.

4.3.2 Innovation, Science, and Economic Development

- Acts as the federal coordinator for telecommunication stakeholders whose infrastructure may be impacted;
- Works closely with telecommunication carriers to support their efforts to mitigate or restore impacted services;
- Acts as federal representation of the telecom stakeholders' interests in efforts such as temporary access, fuel prioritization, power re-energization, credentialing, public communications, international assistance, and the movement of resources; and
- Manages the information flow to and from telecom stakeholders and other federal government departments, particularly Public Safety Canada.

4.3.3 Public Safety Canada (PS)

Coordinates Provincial Request for RFA and works with federal family to provide support on behalf of the Government of Canada.

4.3.4 Royal Canadian Mounted Police (RCMP)

The RCMP are responsible for providing all policing service for the RDN. During evacuations, the following activities fall under the responsibility of the RCMP and will be coordinated within the RDN EOC:

- Supports the notification of an Evacuation Order to the community;
- Requests capacity support from Ground Search and Rescue (GSAR) for community evacuation notifications;
- Staff security checkpoints for evacuation area to support public safety;
- Facilitates temporary access as directed by Local Authority, and/or responding agency; and
- Supports repatriation upon Evacuation Rescind.

4.3.5 Canadian Coast Guard

- Provide search and rescue capabilities for Canadian waterways and oceans;
- Monitor and track movements of vessels on Canadian waterways; and
- Support maritime law enforcement within Canadian waters.

4.4 Private / Non-Governmental Organization (NGO)

4.4.1 BC Ferries

BC Ferries is the primary provider of ferry service between the City of Nanaimo and Gabriola Island. This ferry is operated daily and is the primary road connection for Electoral Area B. Upon request from EMBC, BC Ferries can support evacuation activities in the following ways:

- Maintain regular service between the City of Nanaimo and Gabriola Island;
- Provide support in prioritizing the transfer of resources from Vancouver Island to Gabriola Island;
- Provide guidance to EMBC on ways to increase passenger capacity (e.g. foot passengers only, modified route i.e. drop off at Duke Point, etc.) if and as requested; and
- Coordinate with EMBC and the RDN EOC staff in advance planning activities.

4.4.2 Canadian Red Cross (CRC)

Upon invitation from Local Authority and with approval from EMBC for funding will provide capacity support to local ESS teams and in absence of local ESS fully manage the ESS response.

- Assist in prolonged needs of evacuees;
- Assist with ESS functions following an evacuation period; and
- Support family reunification.

4.4.3 Ground Search and Rescue (GSAR)

Upon request by the RCMP or EOC/CC will provide support for community notifications of evacuation alerts and orders. Will provide short-term temporary checkpoint support until appropriate contracted resources arrive.

4.4.4 Royal Canadian Marine Search and Rescue (RCMSAR) Station 27

The Province of BC has entered into a Memorandum of Understanding (MOU) with RCMSAR to facilitate emergency assistance [10]. RCMSAR can provide support with:

- Inland waters Search and Rescue and Ground SAR mutual aid;
- On water transportation assistance for EMBC approved responders and representatives to access incident or response locations;
- On-water transportation assistance for personnel under the care of EMBC approved responders (e.g. BC Ambulance Service with patients under care);
- On-water observation and reporting of emergency incidents and incident impacts to support situational understanding;
- On-water safety patrols and emergency first aid;
- On-water recovery of human remains;
- Personnel augmentation support to provincial, local government and related community agencies;

5. TRANSPORTATION MANAGEMENT

5.1 Overview

A complete evacuation of either of the three islands within Electoral Area B will be a multi-modal activity requiring road, marine and/or air transportation. The goal of evacuating is to move the affected population out of the anticipated area at risk as safely and efficiently as possible. The following analysis considers several transportation management solutions available to the RDN. While the analysis considers road, marine, and air independently, these transportation systems should be considered by the EOC as multimodal tools that may work in conjunction with one another to support the evacuation needs of the population. This may also be required in situations where the primary mode of transportation is unavailable.

Residents in Electoral Area B are encouraged to develop personal emergency plans and work together with neighbours to plan for situations requiring evacuation from homes. Carpooling and carpooling pickup points should be established at the neighbourhood level and neighbours requiring extra assistance should be considered in these plans. Residents should take only the cars they need and offer a ride to a friend or neighbour that does not have a vehicle. Carpooling can maximize occupancy in vehicles, expedite evacuations, reduce congestion on evacuation routes and reduce the number of buses required to transport people.

5.2 Analysis

Traffic Management during emergencies is critical to the success of an evacuation. Options for road traffic management will be identified in the Evacuation Zone section of this document, where arterial roads for each zone are identified along with detailed information regarding estimated population, approximate travel times, and ferry requirements for off-island evacuation. This section will also include an overview of preferred vehicle staging locations on Gabriola Island and more detail on how residents should expect to be transported off the island in the event of a partial or full evacuation of Gabriola Island, Mudge Island and/or DeCourcy Island. The strategy for evacuating residents from each island differs slightly, however critical services required for residents on each are common across all three.

Traffic flow modeling provides a standardized estimation for the capacity of roadways. This modeling is locally influenced by areas that may cause bottlenecks and dynamic parameters that may exist within an evacuation event. During a strategic evacuation, the RDN EOC can limit the impacts on an evacuation by addressing these four considerations. A summary of each zone is provided in Table 2. Detailed information regarding each Zone is provided in Annex D. The impact of these uncertainties can be minimized by:

- Identifying and limiting the potential bottleneck areas;

- Anticipating the need for traffic control at merge points;
- Identifying appropriate destinations for evacuees (i.e. vehicle staging locations); and
- Controlling the evacuation through phasing where possible to minimize congestion.

In the event of a strategic evacuation, communication with critical stakeholders will be initiated as early as possible by the RDN EOC through existing processes outlined in the RDN Emergency Plan. Examples of key stakeholders who can assist in traffic management include:

- Ministry of Transportation and Infrastructure (MoTI);
- RCMP;
- The City of Nanaimo;
- BC Ferries; and
- Emergency Management British Columbia.

5.3 Zones

Evacuation Zones break up the Electoral Area into manageable geographic areas. The zones are based on the following criteria:

- To ensure areas have clearly defined boundaries for public awareness purposes;
- To create strategically phased areas for evacuations either off-island or to another pre-defined zone;
- To distribute the potentially affected population across zones;
- To ensure areas have safe access to arterial roads;
- To ensure that areas with single-access roadways are identified across the Electoral Area; and
- To ensure that zones have access to a designated reception centre on Gabriola for inter-island evacuation (east Gabriola has a smaller population but has capacity to absorb Mudge Island and DeCourcy Island residents).

Electoral Area B is unique in that residents are dependent on multiple modes of transportation to get to Vancouver Island or the Lower Mainland. While traditional Evacuation Route Guides provide guidance on evacuating via roads, evacuation for this Electoral Area also needs to consider marine or air in addition to road transportation.

The amount of time required to evacuate a zone is estimated by dividing the probable population by the estimated vehicle occupancy (based on the average home occupancy of 2.2 individuals from RDN planning data), and then dividing by an accepted estimate of roadway capacity. These calculations can provide valuable insight for RDN EOC planning staff to identify the amount of time required for a single vehicle to travel through respective zones and to identify drivetime between critical locations on the islands. Because these calculations are based on residents travelling the full length of primary roads in the zone, there is built-in contingency time as not all residents will be required to travel the full length of road in the zone.

The estimated number of vehicles per zone has been calculated by taking the estimated zone population, divided by the average household occupancy of 2.2. This assumes that the entire population of a single household will carpool and use a single vehicle for evacuation, even if a household has more than one car. This calculation provides embedded contingency as it is likely that neighbours and larger families will carpool, thus increasing the number of people per vehicle and reducing overall vehicle counts.

Table 2 provides details regarding each of the Zones including the total land area, the length of primary and secondary roadways in the zone, and the approximate number of residents located within the zone. These zones are shown in Table 2 and Figure 4. Based on this information a series of tear away sheets have been developed in (Annex D) for use by EOC planning staff during evacuations. These tear away sheets expand on the information provided in the table below and include calculations on the number of trips required to evacuate residents within each zone based on stated ferry capacity.

Table 2: Evacuation Zone Analysis

No.	Name	Total Size (ha)	Primary Access Road Length (m)	Estimated Population ¹ (2.2 occupancy)	Estimated Number of Vehicles During Evacuation	Single Vehicle Travel Time (Minutes)	Estimated Zone Evacuation Time (Minutes) ²	# of Ferry Trips for zone evacuation (Existing Ferry)	# of Ferry Trips for zone evacuation (New Ferries) ³
1	Ricardo Road	248.05	2,544	184	83.8	2	13	0.5	1
2	Berry Point Road	129.67	3,208	523	237.5	4	18	1.5	2.75
3	Taylor Bay Road	275.70	2,701	390	177.0	3	17	1	2
4	Gabriola Village	140.82	2,376	114	51.8	2	13	0.5	0.75
5	Harrison Way	885.53	2,686	599	272.0	3	19	1.5	3
6	Gabriola West	1011.87	11,323	562	255.6	7	22	1.5	3
7	Horseshoe Road	771.11	9,139	745	338.5	8	24	2	3.75
8	Barrett Road	427.95	1,427	481	218.5	4	18	1.25	2.5
9	Hess Road	282.00	434	84	38.0	3	13	0.25	0.5
10	Gabriola East	118.39	8,009	733	333.4	10	27	2	3.75
11	Gabriola South	1358.49	11,923	676	307.5	6	22	1.75	3.5
12	Mudge Island	223.76	16,955	~65 [4]	29.5 (will not leave the island)	5	15	0.25	0.5

¹ Population information has been calculated based on number of properties and average household populations. It is understood that these figures may fluctuate based on the time of year.

² This is drive time only and does not reflect time required for operational planning, developing and distributing public messaging, and contingency time.

³ Ferry trips have been rounded to nearest quarter.

13	DeCourcy Island	204.19	7,889	~25	11.4 (will not leave the island)	5	15	0.25	0.25
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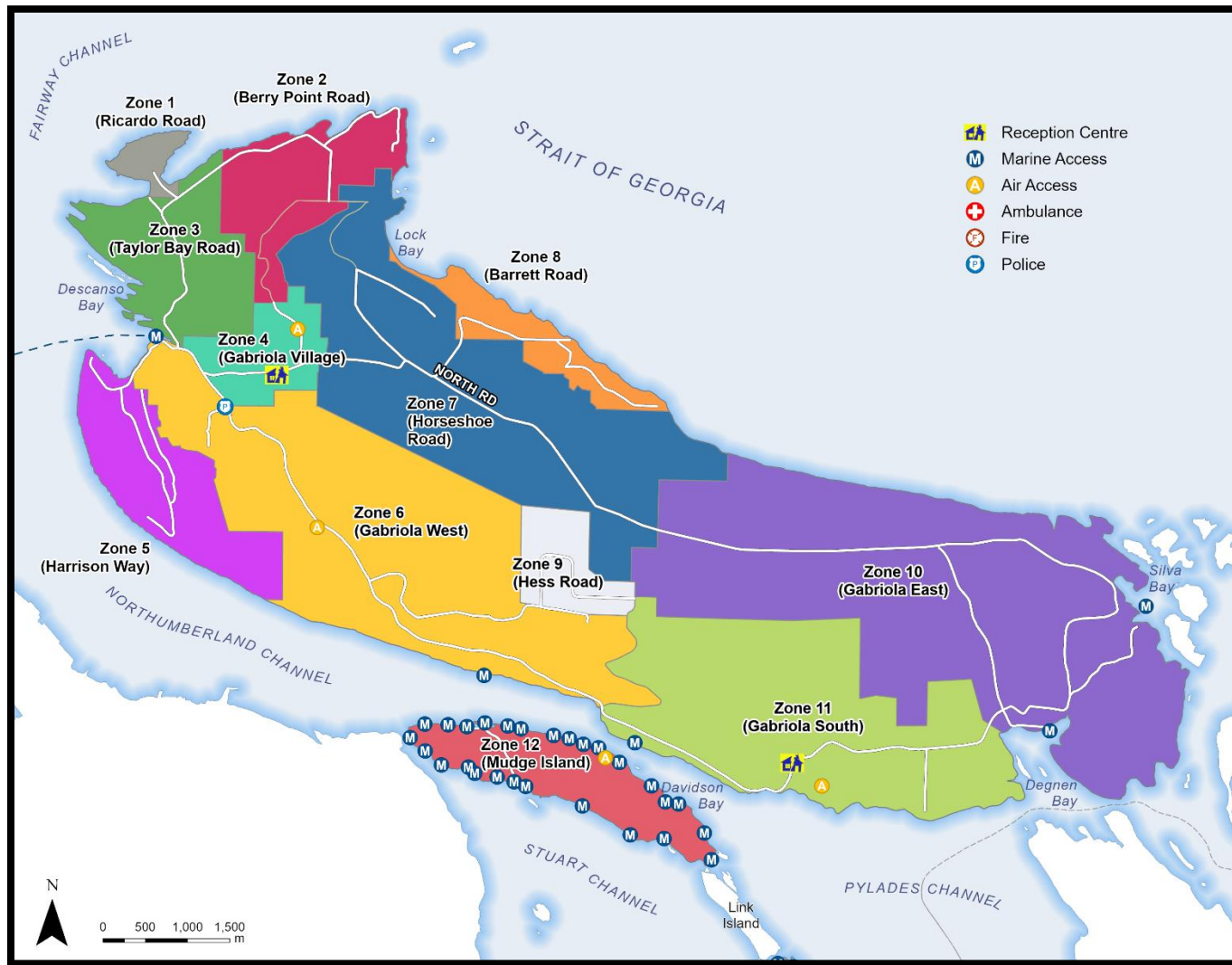


Figure 3: Gabriola Island Evacuation Zones

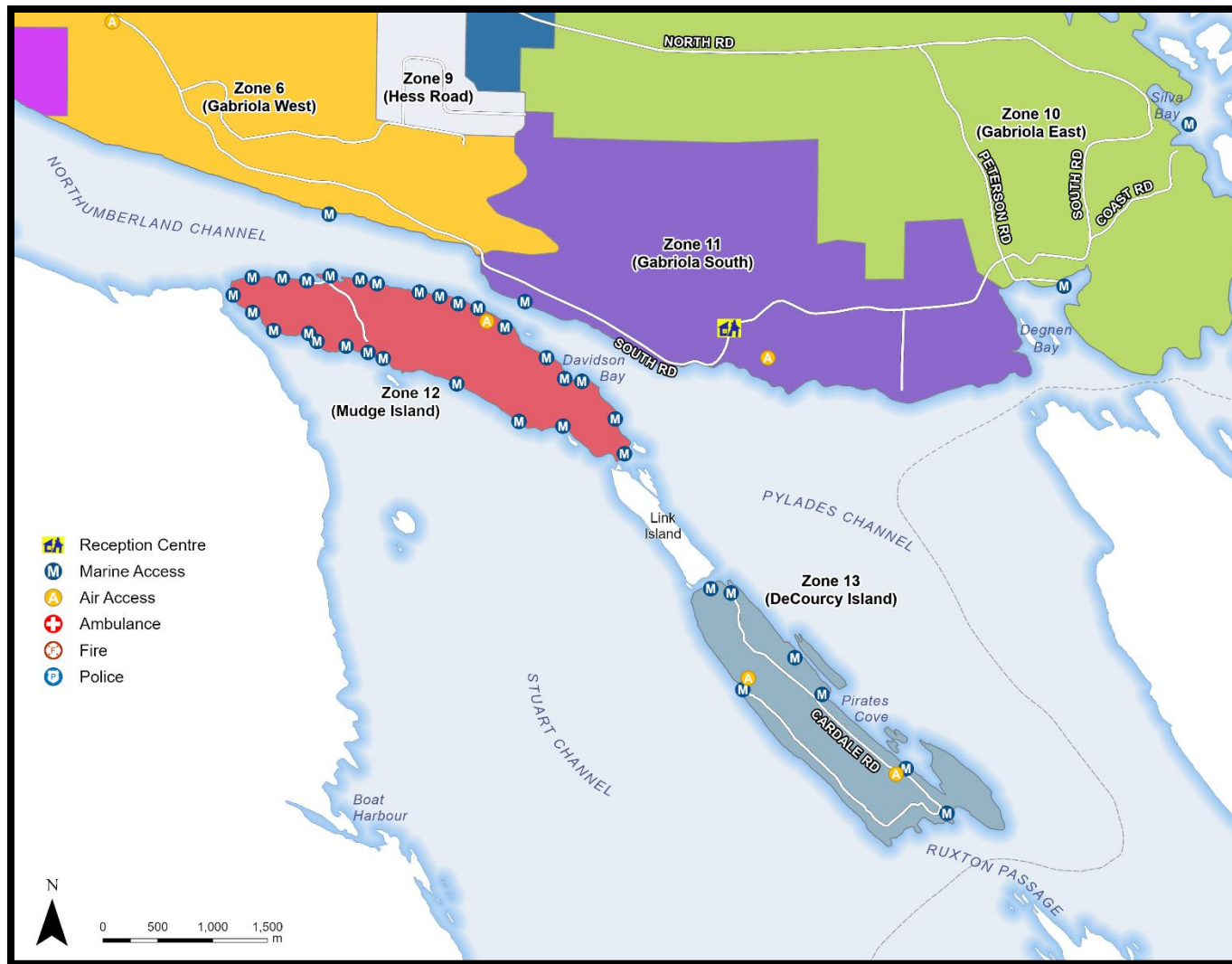


Figure 4: Mudge Island and DeCourcy Island Evacuation Zones

5.4 Roads

5.4.1 General

Understanding that residents will look to personal vehicles to support with their evacuation off Gabriola Island, all efforts should be made to communicate what the expectations are during each evacuation. When an Evacuation Order is issued, it should indicate the evacuation route so that the public understands where they are expected to go, and what arterial and secondary roadways they are expected to use. This will support the additional road management strategies implemented throughout the evacuation. The order should include specific information for the population who cannot self evacuate.

Road networks on Gabriola Island, specifically Taylor Bay Road, North Road and South Road are critical arteries during evacuation and require ongoing access control during evacuations. Blockades and detours can be effective at funneling traffic onto the arterial roads but take time to establish and may require more resources than are available during a major evacuation. The RDN EOC will determine access locations and requirements in close coordination with the RCMP, MoTI and First Responder agencies. The goal of moving the affected population out of the anticipated area at risk as safely and efficiently as possible can be achieved by using as few routes as possible to simplify evacuation management for responding agencies.

Travel time via ferry must also be addressed in evacuation orders and identify how residents will be requested to travel off-island (i.e., in personal vehicle or bus, etc.).

5.4.2 Muster Points

For the purposes of this guide, muster points are defined as locations where residents will be directed for either vehicle staging prior to being provided access to the Gabriola – Nanaimo Ferry, or locations where residents will be sent with their vehicles to park and access bus transportation to the ferry. The intended use of these sites should determine the specific location chosen by the RDN as some sites provide ample space for parking vehicles, and some sites only provide sufficient space for organizing vehicles prior to loading onto the Gabriola Island Ferry.

Urgent evacuations will require the full passenger capacity of the ferry, meaning that personal vehicles can not be used to evacuate residents. In the event of an evacuation requiring this type of strategy, the RDN planners should select one or more muster locations from Table 3 to use as parking sites for residents. Evacuation notices must identify these pre-selected parking locations and clearly communicate that bulk transportation via bus will be available from these locations to the Gabriola Island Ferry.

A detailed overview of each location is provided in Annex E. Specific criteria that were considered when selecting these staging and parking locations include:

- Estimated vehicle capacity;
- Entrances/exits;
- Traffic Flow on and off primary evacuation routes;
- Turnaround capacity; and
- Proximity to potential secondary hazards.

Table 3: Gabriola, Mudge and DeCourcy Island Vehicle Staging Locations

Island	Facility Name	Details	Primary Use
Gabriola	Taylor Bay Road Ferry Queue	<p>This is the primary vehicle queue for the Gabriola Island Ferry. Parking is located on the southbound shoulder of Taylor Bay Road and has room for 2 full ferry loads depending on the size and type of vehicles in the queue (approx. 140 vehicles). This ferry queue does not obstruct other traffic movement along Taylor Bay Road and has a dedicated turnaround location.</p> <p>Single Vehicle Travel time to Gabriola Ferry from Taylor Bay Ferry Queue: Less than 1 minute</p>	Personal Vehicle Staging
Gabriola	Skol Pub Parking Lot	<p>A small parking lot is located behind the Skol Pub and can be used as emergency parking for vehicles for personnel walking onto the Ferry. This includes both the gravel lot and paved parking areas for the Skol Pub and could handle 24-48 vehicles depending on the type of vehicle and parking strategy employed.</p> <p>Single Vehicle Travel time to Gabriola Ferry from Parking Lot: Less than 1 minute</p>	Personal Vehicle Parking
Agricultural Hall	Agricultural Hall Parking Lot	<p>A small parking lot is located at the Agricultural Hall along with a larger gravel lot immediately beside the hall. These can be used as emergency parking for vehicles for personnel walking onto the Ferry. These lots have space for approximately one ferry load of vehicles depending on the type of vehicle and parking strategy employed.</p> <p>Single Vehicle Travel time to Gabriola Ferry from Parking Lot: Less than 1 minute</p>	Personal Vehicle Parking



<p>Gabriola</p>	<p>Vacant Lot beside Gabriola Fire Hall No. 2</p>	<p>Fire Hall No. 2 located on the south end of Gabriola Island has a large vacant gravel lot located beside the hall. This facility can be an excellent staging location for vehicle traffic. If evacuating residents in personal vehicles, this facility can be used to organize full ferry loads and encourage carpooling. It can also be a parking location for vehicles if staff are on-site to guide residents in parking in appropriate locations. Vehicles/busses can be escorted north along South Road to the Gabriola Island Ferry Terminal.</p> <p>Traffic control is critical at this location to ensure that access in and out of Fire Hall 2 is not obstructed at any time.</p> <p>Single Vehicle Travel time to Gabriola Ferry: 13 minutes one way</p>	<p>Personal Vehicle Staging</p>
<p>Gabriola</p>	<p>Twin Beaches Mall</p>	<p>Twin Beaches Mall is located on the North side of Gabriola Island along Berry Point Rd. This small mall features a large gravel lot located on the eastern side of the building and has a large two-lane access to Berry Point Road. This facility can be used to park residents' vehicles in a situation where parking space is required for bulk transportation to the ferry.</p> <p>Single Vehicle Travel time to Gabriola Ferry: 3 minutes one way</p>	<p>Personal Vehicle Parking</p>
<p>Gabriola</p>	<p>Folklife Village</p>	<p>Folklife Village is located in the downtown core of Gabriola can be used as a staging location for a ferry load, or for parking vehicles for transport to the ferry via bus. Carpooling can also be organized in this location during smaller-scale evacuation activities. Vehicles can be escorted west along North Road to the Gabriola Island Ferry Terminal.</p> <p>Traffic control may be required at this location to facilitate the movement of vehicles through the parking area.</p> <p>Single Vehicle Travel time to Gabriola Ferry: 2 minutes one way</p>	<p>Personal Vehicle Staging</p>



Gabriola	Rollo McClay Community Park	Rollo McClay Community Park has a gravel parking lot that could serve well as a parking location for residents' vehicles. While there is ample parking space available, there is a single entrance/exit that does not facilitate easy movement of vehicles into an out of the lot. This location could be considered for parking and must have traffic control on-site to support with the single-lane access. Single Vehicle Travel time to Gabriola Ferry: 7 minutes one way	Personal Vehicle Parking
Gabriola	Gabriola Golf Course	The Gabriola Golf Course has a capacity to support a large vehicle staging operation. There is a gated road to the east of the golf course that provides direct access to the grounds. Traffic control and coordination with business owners is critical when considering this location for staging activities. Single Vehicle Travel time to Gabriola Ferry: 6 Minutes	Personal Vehicle Staging
DeCourcy	DeCourcy Fire Hall / Event Space	While vehicle traffic on DeCourcy island will be limited, there is ample space located at the primary marina / docks. The parking here can also spill over into the event space located next to the Fire Hall. From here, crews can manage the evacuation of residents from the Marina via boat to the receiving port identified by the EOC.	Personal Vehicle Parking
Mudge	Moonshine Cove / Shoulder parking on Roadway	Mudge Island will not have significant vehicle traffic associated with an evacuation. While residents may rely on vehicles to transport them to their dock or moorage, ample parking is available on the shoulders of most roadways leading to the primary dock location. Sockeye drive is wide enough to allow shoulder parking, and residents with direct access to their boats via properties will not need cars or trucks.	Personal Vehicle Parking

The RDN EOC will aim to ensure that appropriate resources are made available at muster locations as quickly as possible during evacuation activities including, but not limited to:

- Clear signage / identification of entrances and traffic flow at each muster site;
- Clear identification of bus loading zones; and
- Registration and information services.

5.4.3 Public Transportation / Busses

The primary focus for all actions should be the safe movement of the greatest number of people in the shortest amount of time. This includes considerations for people without access to personal vehicles. Direction should be provided in any emergency messaging released by the RDN and identify how residents can request transportation from their homes or neighbourhood pick-up points.

Busses may be required in instances where residents are to be evacuated off-island and are not permitted to bring personal vehicles on the ferry. In these instances, RDN transit busses must be organized immediately following the decision to initiate an off-island evacuation. The RDN EOC should also identify other organizations that can provide busses to support evacuation activities. Local vendors that could be contacted include:

- Gabriola Community Bus – GERTIE;
- School District 68;
- Smith Transportation Ltd.;
- Vancouver Island Coachlines; or
- Others as available.

The RDN must consider transportation of these busses to Gabriola Island. Coordination between the RDN and BC Ferries will ensure that priority is given to transporting busses to Gabriola Island along with any other critical resources (e.g. RCMP, BC Ambulance, etc.) that are required to support with evacuation activities.

5.5 Marine

5.5.1 Primary and Secondary Ports

Being the largest of the three islands, Gabriola is also the only one with direct service from BC Ferries enabling passenger vehicle traffic. The BC Ferries terminal is on the northwest corner of the island at the end of North Road and is accessible by vehicle, foot, bike, and other traffic. North Road and Taylor Bay Road have been developed to accommodate vehicle queueing on the shoulder of the roads. Vehicle queues generally extend onto Taylor Bay Road during peak hours and larger vehicles use the dedicated turnaround located next to the Descanso Bay Regional Park (i.e. Ivory Way and Taylor Bay Road intersection) to enter the queue.

Alternate marine access points are located across Gabriola Island. There is a Regional Emergency Wharf located in Descanso Bay that is available for use when the BC Ferries terminal is not in active use, and Green Wharf, located on the eastern shores of Gabriola island can accommodate a range of marine vessels if and as required.



Silva Bay Marina houses several docks capable of supporting larger vessels as well as Page’s Marina. Degnen Bay houses a Federal Government Wharf and several mooring locations. In addition, a private group moorage Wharf is located next to the Federal Government Wharf. These marinas and moorages do not maintain infrastructure required to load and offload vehicle ferries; however, they can accommodate a wide range of vessels and are not impacted by tides. In addition to the facilities listed below, there is various beach-access around Gabriola Island, Mudge Island and DeCourcy Island where small vessels can access the shorelines.

Mudge Island and DeCourcy Island do not have a direct BC Ferries connection; residents rely on personal vessels or informal water taxis for access to the island. Several docks exist around the islands however many are impacted heavily by tides and are limited in the size and type of vessel that can be accommodated. Table 4 provides an overview of the popular dock locations and some of the popular destinations accessible from each.

Table 4: Gabriola, Mudge, and DeCourcy Island Marine Access

Island	Facility Name/Location	Dock Features	Tidal Impacts?
Gabriola	BC Ferries Terminal 49.177869, -123.858792	Primary passenger ferry	No
Gabriola	RDN Emergency Wharf – Descanso Bay 49.177869, -123.858792	Wharf with access for small to medium sized vessels	No
Gabriola	Silva Bay Marina 3383 South Road 49.150221, -123.697508	4 primary docks Maximum Vessel size 166 feet	Minimal
Gabriola	Page’s Marina 3350 Coast Rd. 49.148116, -123.697375	Full-Service Marina Maximum vessel size is 75 feet Full-Service fuel dock	Minimal
Gabriola	Degnen Bay Federal Government Wharf	2 primary docks	Minimal



	2860 Degnen Bay Road 49.136869, -123.712947		
Gabriola	Green Wharf 49.142364 – 123.804859	Dock with access for small to medium sized vessels. Small turnabout near the dock, usually filled with parked cars.	Minimal
Gabriola	El Verano Boat Launch El Verano Drive 49.135168, -123.780306	Beach access boat launch	Yes
Mudge	Moonshine Cove 49.137261, -123.807331	3 primary docks for small vessels. Parking access at this location on Mudge Island	No
Mudge	Beach Access Shoreline & Private Docks Various	-	Yes
DeCourcy	Pirates Cove 49.097250, -123.732117	Access to Floats, Vessel Draft limit 5 feet at Zero Tide at Pirates entrance	Yes
DeCourcy	South Beach 49.093617, -123.726950	Sandy beach access, slippery rock access both sides. Difficult strong SE winds by boat	No
DeCourcy	North Beach 49.111483, -123.754183	Sand gravel boat ramp, rock access for small boats on west side. Alternative docks at private residence.	No
DeCourcy	North Long Island Lane 49.106233, -123.746133	Sand Beach, some rock access small boats, Maybe difficult NW winds and very low tides	Yes
DeCourcy	South Long Island Lane 49.103250, -123.742700	Rocky beach with rock access to small boats. Significant driftwood. Difficult low tides	Yes
DeCourcy	The Farm 49.103583, -123.752600	Very rocky, slippery workable small boat in good weather	Yes
DeCourcy	The Cut 49.111817, -123.756733	Good all Weather /all tide small boat pickup point. Down narrow trail near swinging floats.	No



5.5.2 BC Ferries

BC Ferries is responsible for day-to-day ferry operations between Gabriola Island and downtown Nanaimo. This route is serviced by a medium-sized ferry capable of transporting 70 vehicles, or a total of 400 passengers each way per hour. This service runs hourly between Gabriola Island and Nanaimo from 5am to 11pm daily and departs from Descanso Bay and Nanaimo Harbour Terminal. General travel time for a sailing includes 20 minutes of sailing, approximately 10 minutes for offload and 15 minutes required for loading. This results in an approximate one-way sailing time of 45 minutes. BC Ferries will be introducing new ferries to service this route. The new service will see two (2) ferries sailing between Nanaimo and Gabriola, each with capacity for 45 vehicles and/or approximately 200 passengers.⁴

In situations requiring evacuation of residents off Gabriola Island (or Mudge and DeCourcy Island via Gabriola), BC Ferries will maintain provision of regular transportation services. Based on decisions made by the RDN EOC, ferries can be loaded with a combination of foot and vehicle traffic, or by foot traffic alone. The RDN should make an early direct line of communication with the EMBC Regional Manager On-Call who can initiate direct engagement with BC Ferries to discuss evacuation plans. Ongoing consultation between the RDN, EMBC, and BC Ferries will determine the most effective strategies for transporting residents off of Gabriola Island and will be based on the nature and urgency of the situation at hand.

5.5.3 Marine Vessels

There are several agencies that operate out of the Nanaimo Harbour and surrounding region that can provide marine vessels to support with evacuation activities. While these agencies will be notified and engaged primarily as support for the overall evacuation, they can be engaged when urgent evacuation of residents is required from non-traditional ferry terminals or marinas. Other vessels of opportunity will be identified by mariners if urgent evacuation of residents is required. Official agencies in the Nanaimo and surrounding area include, but are not limited to:

- Royal Marine Search and Rescue – Station 27;
- Nanaimo Port Authority;
- BC Ferries;
- Canada Coast Guard; and
- Royal Canadian Navy

⁴ Based on discussions with BC Ferries, passenger limits are dependent on staffing levels and license classes.

5.6 Air

Gabriola, Mudge, and DeCourcy Islands are accessible by air transportation including helicopter, float plane and in the case of Gabriola, small aircraft. Gabriola is the only of the three islands with a dedicated helipad, located at the Gabriola Medical Clinic.

Evacuation of residents or visitors to either Gabriola, Mudge, or DeCourcy island via air is not uncommon. Medical evacuations are the primary reason for emergency evacuation from the islands, and is something that is coordinated by BCEHS, using 9-1-1 operators and resources on the ground. Mudge and DeCourcy Islands both have open farmland capable of accommodating a helicopter, however as this is private land the appropriate access requirements must be organized.

Table 5 provides an overview of both classified and non-classified options for helicopter access. Routine med-evacs and other helicopter visits to Gabriola Island should occur through the classified heliport at the Gabriola Health Clinic and private lands should only be used in emergency situations. These types of tactical evacuations via helicopter should be managed by emergency responders on the ground, and through the RDN EOC where applicable. It should also be noted that in addition to the official locations listed below, there are many open farmland locations on the island that could be used as informal landing sites if and as required.

Table 5: Electoral Area B Helicopter Landing Sites

Island	Access Location	Helipad Classification
Gabriola	Gabriola Health Centre 695 Church Street 49.178798, -123.835780	H3: heliport (arrival/departure) available for single-engine or multi-engine helicopters
Gabriola	707 Community Park Located near trail markers 54 and 62	Non-classified Public-use Land
Gabriola	Gabriola Golf & Country Club 825 South Road 49.157722, -123.832259	Non-classified private land
Gabriola	Landing Strip, South Island	Non-classified private land

	49.130764, -123.749877	
DeCourcy Island	Public Works Yard	Non-classified Public-use Land
	49.096783, -123.733350	
DeCourcy Island	The Farm	Non-classified private land
	49.104610, -123.751916	

Several float plane operators provide regular service to and from Gabriola Island and the surrounding region. In situations requiring the evacuation of a small number of residents in a quick timeframe, it is possible that these services could be leveraged. The decision to use these operators will be made on a case-by-base basis by the RDN EOC. Float planes should only be used in situations where; immediate evacuations are required, and primary ingress and egress routes are unavailable.

5.7 Evacuation and Traffic Control Considerations

In case of a full island evacuation, priority should be given to maintaining control over the movement of traffic (road and marine) to prevent bottlenecks that will negatively impact evacuation of the island. This will also support with maintaining public safety for residents and responding organizations as travel during evacuations may be a high stress activity and for supporting with organization of phased evacuation activities. Whenever possible, the RDN should provide early and ongoing communication to residents and ensure clear direction is provided to residents regarding where to go during an evacuation. The following list identifies key locations that the RDN should ensure have proper control considerations in place:

- Gabriola Island Ferry Terminal;
- Primary road networks including:
 - North Road;
 - South Road;
 - Taylor Bay Road / Berry Point Road;
 - Barrett Road; and
 - Peterson Road.
- Pre-identified vehicle muster locations (i.e. to support residents with parking or staging vehicles and accessing busses);
- Receiving location(s) on Vancouver Island including:
 - Nanaimo Harbour;
 - Duke Point (if BC Ferries has modified sailing route);
 - Boat Harbour Marina (popular self-evacuation spot for Mudge Island and DeCourcy Island residents);

- Silva Bay Marina, Pages Marina, Degnen Bay Federal Government Wharf, Degnen Bay Private Moorages, Green Wharf, and the RDN Descanso Bay Emergency Wharf; and
- Other key evacuation routes/locations as identified by the RDN EOC and stakeholders.

Consideration should also be given as to the specific resource requirements at each key location. This should be considered through coordinated planning within the EOC and amongst key responding stakeholders. Depending on the location, resources that may be required include, but are not limited to:

- Personnel:
 - Members of the RCMP and/or Local Fire Department (Gabriola, Mudge, or DeCourcy);
 - MoTI staff;
 - RDN staff (including Emergency Support Services and Emergency Communications);
 - City of Nanaimo staff (Identified through coordination between RDN/City Emergency Management Staff); and
 - Nanaimo Ground Search and Rescue.
- Signage and other road markers (e.g. electronic road signs, temporary road signs, caution tape)
- Sanitation facilities (e.g. portable washrooms);
- First Aid personnel and/or supplies;
- Tents and other facilities equipment based on weather and other needs;
- Reception centre supplies;
- Mobile lighting;
- Administrative supplies; and
- Other as required.

6. EVACUATION MANAGEMENT

6.1 Overview

This section provides guidance to the RDN EOC on how evacuations can be implemented within Electoral Area B and provides tools and strategies for determining how each mode of transportation can be leveraged during an evacuation. It includes details as to who is responsible for decisions at various stages of the operational planning process and is a critical tool in the decision-making process and has been informed by the RDN Evacuation Operational Guide [8]. Important to note is that this operational planning process is unique to evacuation situations. All existing EOC procedures will still be used to guide the EOC planning process.

6.2 Alerts, Orders, and Rescinds

There are three different types of evacuation documentation.

Evacuation Alerts: Advises the affected population of a current or potential threat that may lead to an Evacuation Order. The Evacuation Alert should have clearly defined boundaries and include instruction to residents. See Annex F for template.

Evacuation Orders: Advises the public that an order has been issued and that the affected population must leave the specified area immediately. The Evacuation Order should have the same information as the Evacuation Alert and must clearly state that the Evacuation Order is mandatory. The Evacuation Order should also include information about designated evacuation routes, closed routes, and the location of ESS Reception Centres. An evacuation alert is not always issued before an evacuation order in times of urgent evacuations. See Annex F for template.

Evacuation Rescinds: Advises the public that the Evacuation Order is no longer in effect. The Evacuation Order can be formally rescinded, or it can be downgraded to an Evacuation Alert. If only a portion of the impacted area can be rescinded, the Local Authority has two options:

1. An Evacuation Rescind can be issued for the entire area, with a new Evacuation Alert or Evacuation Order issued immediately following for the new area; or
2. An amendment can be issued to the existing Evacuation Order

clearly defining the changes. See Annex F for template.

6.3 Types of Evacuation

The legal authority to order an evacuation rests with several statutes, depending upon the hazard or if it is a tactical or strategic evacuation. Refer to Annex C for a list of statutes under which specific authorities can order an evacuation.

There are two types of evacuations: tactical and strategic.

A **tactical** evacuation is performed when there is a direct threat to the life and safety of responders or the public. Evacuation documentation is not necessary prior to a tactical evacuation. It is imperative that life and safety take precedence. The decision to initiate a tactical evacuation is at discretion of the Incident Commander (IC). During a tactical evacuation, it is necessary to inform evacuees why they are being evacuated, where to go, and how they can receive further information and updates.

While a State of Local Emergency (SoLE) is **not** required for a tactical evacuation, it is recommended to contact EMBC through the Emergency Coordination Centre (ECC) when it is safe to do so. If residents will be displaced for a prolonged period, a formal Evacuation Order and SoLE should be issued as soon as it is operationally appropriate.

Strategic evacuations are evacuations that can safely allow time for formal documentation to be issued. It is recommended that strategic evacuations have staged documentation, including an Evacuation Alert, Evacuation Order, and Evacuation Rescind as noted in Section Annex F.

While the Local Authority has the legal authority to issue Evacuation Alerts, Orders, and Rescinds for areas within their jurisdiction, it is recommended it does so on the advice of hazard specific Subject Matter Experts (SME). Generally, the IC for the emergency event will communicate directly with the Local Authority regarding the impact of the event on the jurisdiction. The IC has site level awareness and expertise, so it is recommended that the Local Authority follows the recommendations of the IC; however, the Local Authority can choose to also consider additional expert advice from other SMEs including Traditional Indigenous Knowledge Keepers, geological experts, environmental specialists etc. who may have relevant information for the Local Authority to consider.

6.4 Phasing

Evacuation Phasing allows for different zones to be sent to different locations, therefore reducing the load on one specific egress. Table 6 provides an overview how the various phased approaches that the RDN could leverage based on the nature of the incident on-hand. Tactical evacuation



strategies should be developed based on the nature of the situation and should consider immediate needs and future needs of the situation as a full evacuation is likely to take a considerable amount of time. Evacuation phasing promotes a controlled evacuation that does not overwhelm first responders, traffic control personnel, or the roadway traffic flow capabilities. When possible, this is the preferred method of evacuation. Evacuation phasing may include:

1. Evacuating those closest to the incident first and then increasing the buffer zone as traffic or time allows;
2. Evacuating areas closest to main high flow roadways first, improving the flow of neighbouring areas that will need to travel through to reach the main routes;
3. Evacuating areas with the densest population first as they will take longer to evacuate;
4. Allowing vulnerable populations more time to move to pick-up areas or make alternate arrangements to evacuate as they may require more time;
5. Utilizing traffic control strategies to allow for maximum flow on main routes first, then switching to enable priority to other areas.

Table 6: Electoral Area B Evacuation Phases

Phase	Responsible Authority	Description	Key Stakeholders
1 - Tactical Evacuations	Local Fire Chief or BCWS, or Incident Command/ authorized agency	Tactical evacuations will be ordered by local fire crews, the BC Wildfire Service or another authorized agency (e.g. RCMP) to ensure for the immediate safety of residents. These evacuations are not the responsibility of the RDN to conduct and are not within the scope of this plan. These types of situations generally will involve inter-island movement of residents to either reception centres or informal locations (i.e. a friends house) for small, localized incidents (e.g. a house fire).	Key stakeholders involved in this type of evacuation include: <ul style="list-style-type: none"> • Local ESS • NEPP's • RCMP • Fire Department • BC Wildfire Service
2 - Local Evacuation	RDN	<p>Local evacuations involve the movement of residents within Gabriola Island. In the case of Mudge Island and DeCourcy Island, this may involve movement of people off-island to reception centres established on Gabriola Island or within the RDN.</p> <p>These evacuations will require a SOLE and evacuation orders by the RDN. The RDN EOC will ensure that the appropriate facilities are in place to support residents upon evacuation and will coordinate this from the RDN EOC.</p>	Key stakeholders involved in this type of evacuation include those listed in Phase 1 plus: <ul style="list-style-type: none"> • RDN (various departments as required) • Gabriola Island Volunteer Fire Department • Mudge Island Citizen's Society (and Fire Department) • DeCourcy Volunteer Fire Department • EMBC • Provincial Ministries / organizations (as required)
3 - Off-Island Evacuation – Partial	RDN	<p>Partial off-island evacuations may be used when incidents are threatening a large area and movement of residents off either Mudge, DeCourcy, or Gabriola Island to Vancouver Island is required.</p> <p>These evacuations will require a SOLE and evacuation orders by the RDN. The RDN EOC will ensure that the appropriate facilities</p>	Key stakeholders involved in this type of evacuation include those listed in Phase 1 and 2 as well as: <ul style="list-style-type: none"> • The City of Nanaimo • BC Ferries



		<p>are in place to support residents upon evacuation to Vancouver Island and will coordinate this from the RDN EOC.</p> <p>This type of evacuation will require in-depth planning with BC Ferries to coordinate the movement of people between Gabriola Island and the City of Nanaimo. The City of Nanaimo should also be integrated into RDN planning activities to ensure smooth transition of residents from the ferry to an RDN or host community Reception Centre or other lodging centres.</p>	
<p>4 - Off-Island Evacuation - Full</p>	<p>RDN</p>	<p>Full off-island evacuations will be used when incidents are threatening the entire Island and will be a significant undertaking.</p> <p>These evacuations will require significant communications from the RDN to residents leveraging all community-level resources for dissemination to residents on Gabriola, Mudge or DeCourcy islands.</p> <p>This type of evacuation will require in-depth planning with BC Ferries to coordinate the movement of people between Gabriola Island and the City of Nanaimo. The City of Nanaimo should also be integrated for this type of evacuation to ensure smooth transition of residents from the ferry to an RDN or host community Reception Centre. In cases where reception/lodging of residents within the City of Nanaimo is required, extensive coordination will be required.</p>	<p>Key stakeholders involved in this type of evacuation include those listed in Phase 1 and 2 in addition to:</p> <ul style="list-style-type: none"> • The City of Nanaimo • BC Ferries • Provincial Ministries / organizations (as required) • Other marine transportation resources (as required)



6.5 Destination

An Evacuation Order should inform the public that they must leave the area, as well as where they should go. While residents are always encouraged to plan in advance for scenarios requiring evacuation from their homes, destinations will be selected by the RDN EOC based on the type of evacuation occurring (e.g. tactical, partial island evacuation, full island evacuation,). Two key types of destinations can be listed on evacuation messaging and include:

Designated Reception Centres on Gabriola Island – these will be used for evacuations from Mudge or DeCourcy island to Gabriola, or in instances where portions of one or more zones on Gabriola must be evacuated to a different part of the Island. The location of the Reception Centre will be determined based on the nature of the incident at hand.

Muster Points – these will be used for incidents where evacuation of residents off of the island will occur and maximizing ferry space is required. Specific direction should be provided to residents and identify whether they will be expected to arrive at one of these muster points to stage for transportation in their personal vehicles to the ferry, or whether they will be expected to leave their vehicle and use busses provided by the RDN for evacuation.

Receiving locations on Vancouver Island should be established prior to evacuations off-island. These locations may be established Reception / Lodging locations identified through coordination with RDN ESS teams. The resourcing needs for these locations will be considered by the RDN EOC as part of the evacuation planning process.

6.6 Vulnerable Populations

This Guide broadly refers to vulnerable populations as those who do not have the capability to self evacuate. The inability to self-evacuate can be due to a lack of transportation, lack of financial means to self evacuate, lack of physical ability to self evacuate, lack of cognitive ability to understand the need to self evacuate, or other factors impacting a person's ability to self evacuate. People who do not have the ability to self evacuate may need additional resources to support their safe evacuation. Pre-planning can assist the RDN to better understand where barriers to self evacuation exist in the community. Ongoing communication during each phase of an evacuation should be structured to identify people who need supplemental resources to support their safe evacuation. Strategies include providing instructions for the public to contact an appointed representative directly if they need resources or contacting advocacy groups to help identify and communicate with vulnerable populations.

The greatest barrier to evacuation of vulnerable populations is the distribution of evacuation-related instructions and messaging. Many residents do not have cell service or internet access and rely on land line or door to door distribution of information. The RDN should ensure that

messaging is released using multiple communication methods. The public should be encouraged to assist by helping neighbours, friends, or family evacuate.

7. ESS, PETS AND LIVESTOCK

7.1 Emergency Support Services (ESS)

Most evacuation scenarios will require ESS to various degrees, however some evacuation situations will require a large, coordinated ESS response. The ESS component of an evacuation can be a large undertaking and has reverberating impacts across the RDN and neighbouring jurisdictions.

The primary objective for the RDN EOC will be to process and ensure that all evacuees are provided with options for reception and lodging. Existing ESS plans should be used. A large focus is to be given on establishing appropriate facilities on the receiving side of the Ferry to be used as a processing/registration facility. While it is understood that many residents may have family or friends that they will chose to stay with, the RDN should work to ensure that evacuees register at the reception centre for appropriate record keeping and resident counts.

RDN ESS activities should work in close coordination with neighbouring jurisdictions when necessary. Situations requiring an evacuation of residents off any of the three islands within Electoral Area B will likely impact a broader region. Ongoing coordination will ensure any potential overlap of resource needs are identified and resolved accordingly.

7.2 Pets

The RDN should ensure that any organization engaged to provide mass transportation during evacuations allows evacuees to travel with their pets. Evacuees should be directed to safely secure their animals using pet carriers or leashes.

Gabriola Island has a Pets and Livestock (PALS) program incorporated into local ESS. This group provides immediate pet services for residents arriving at reception centres on Gabriola Island. The most likely situation will involve PALS acting as a short-term pet care service; however, it does have the ability to care for a limited number of pets for a longer duration of time. Equipment to support this group is stored at the Gabriola Fire Hall No. 1 and can be accessed by members of the PALS group or ESS. PALS can be activated through a direct request to the Gabriola ESS team.

Residents on Gabriola Island with hobby farms are encouraged to identify whether their livestock will be covered by planning provided by the Ministry of Agriculture as some hobby farm animals are the responsibility of owners for transportation and care.

7.3 Livestock

It is the direction of the Ministry of Agriculture and Lands that all agricultural producers, be they livestock or otherwise, be prepared for disasters and have plans in place. Ministry of Agriculture and Lands has resources available on their provincial website to assist in planning for these events. Agricultural producers are not required to wait for a SoLE to evacuate livestock and questions regarding livestock relocation and reimbursement can be directed to Agri-services BC or a representative from the Ministry of Agriculture.

Additional support for the agriculture community can be accessed by directly communicating with the EMBC ECC for coordination with ministries such as the Ministry of Agriculture to ensure a coordinated response between stakeholders.

REFERENCES

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- [6] DeCourcy Island, Island Overview, DeCourcy Island Website, 2021.
- [7] Mudge Island, About Mudge Island, Mudge Island Community Website, 2021.
- [8] EMBC Evacuation Operational Guidelines, https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/local-government/evacuation_operational_guidelines.pdf, August 2021.
- [9] Regional District of Nanaimo, RDN Evacuation Operational Guide
- [10] RCMSAR Request for Assistance Guide, https://ccga-pacific.org/files/library/RCMSAR_Request_for_Assistance_Guide_FINAL_-_Public.pdf

ANNEX A. ACRONYMS

BCEHS	British Columbia Emergency Health Services
CAF	Canadian Armed Forces
EMBC	Emergency Management British Columbia
ESS	Emergency Support Services
EOC	Emergency Operations Centre
FLNRORD	Ministry of Forests, Lands, Natural Resource Operations and Rural Development
HEMBC	Health Emergency Management British Columbia
HRVA	Hazard, Risk, and Vulnerability Analysis
IC	Incident Commander
MOE	Ministry of Environment
MoTI	Ministry of Transportation and Infrastructure
NGO	Non-governmental organization
PECC	Provincial Emergency Coordination Centre
PREOC	Provincial Regional Emergency Operations Centre
SoLE	State of Local Emergency

ANNEX B. DEFINITIONS

Disaster	A calamity that is (a) caused by accident, fire, explosion, technical failure, or the forces of nature, and (b) has resulted in serious harm to the health, safety or welfare of people, or in widespread damage to property.
Emergency	A present or imminent event or circumstance that (a) is cause by accident, fire, explosion, technical failure, or the forces of nature and (b) requires prompt coordination of action or special regulation of persons or property to protect the health, safety or welfare of a person or to limit damage to property.
Emergency Program Act	Further referred to as "the Act." The Act, which governs all aspects of Emergency Management, including all four pillars: Preparedness and Prevention, Response, Recovery, and Mitigation.
Emergency Support Services (ESS)	The Local Authority Emergency Management Regulation 2 (3) (f) states "the local authority must coordinate the provision of food, clothing, shelter, transportation, and medical services to victims of emergencies and disasters". Emergency Support Services (ESS) may provide up to 72 hours of support to help British Columbians meet their basic needs following a disaster or emergency.
Emergency Support Services Reception Centre	A location operated by ESS that is a safe place where people impacted by a disaster can receive supports including information about the emergency, assistance meeting their basic needs, and other services as deemed necessary by the Local Authority.



Evacuation	An event that may require identified populations to leave the area for life safety reasons.
Evacuation Alert	Document that is released by the Local Authority to inform the public that an evacuation may occur at any time.
Evacuation Order	Document that is released by the Local Authority to inform the public that there is an imminent threat to life safety, resulting in the need to evacuate the area.
Evacuation Rescind	Document that is released by the Local Authority to inform the public that it is safe to return to a previously evacuated area.
Highway	The Community Charter defines highways to include streets, roads, lanes, bridges, viaducts and any other way open to public use, other than private rights of way on private property.
Shelter-in-Place Order	A document released by the Local Authority to inform the public to remain indoors and follow precautions to limit exposure to outside sources.
State of Local Emergency (SoLE)	Document that is prepared by the Local Authority and approved by the Minister responsible declaring that the Local Authority requires additional powers described within the Emergency Program Act to deal with an emergency within their jurisdiction.
Strategic Evacuation	Evacuations that allow time for formal documentation to be issued.

Tactical Evacuation

Evacuations resulting from a hazard impact that require immediate action and allow for little warning or preparation.

ANNEX C. LEGISLATION AND LOCAL AUTHORITIES

Relevant Legislation	Description
Regional District of Nanaimo Bylaw No. 952	This bylaw permits the RDN to establish extended service of emergency programs under the Emergency Program Act for the Electoral Areas of the RDN. This provides the basis for conducting evacuation planning and managing the development and maintenance of evacuation plans and programs.
Regional District of Nanaimo Bylaw No 1790	This bylaw is the broader bylaw within the RDN that provides powers to the RDN to provide various emergency management services to the RDN and provides an overview of specific avenues for conducting activities during emergencies including declaring a state of emergency, conducting evacuations, and other activities as required by ongoing emergencies.
Emergency Program Act, Section 12(1) and 9(1)	Under this statute, the head of the Local Authority is permitted to declare a SOLE giving access to the emergency power to: “cause the evacuation of persons and the removal of livestock, animals and personal property that is or may be affected by an emergency or disaster and make arrangements for the adequate care and protection of those persons, livestock, animals and personal property”
Fire Services Act, Section 25	<p>25 (1) If an emergency arising from a fire hazard or from risk of explosion causes the fire commissioner to be apprehensive of imminent and serious danger to life or property, or of a panic, the fire commissioner may immediately take the steps he or she thinks advisable to remove the hazard or risk.</p> <p>(2) For the purposes of subsection (1), the fire commissioner may evacuate a building or area, and may call on the police and fire prevention authorities who have jurisdiction to provide assistance.</p>
Public Health Act, Section 28 (1), 29 (2) (a), 31 (1), 31 (2) (b) (ii)	<p>28 (1) If the circumstances described in section 27 [when orders respecting infectious agents and hazardous agents may be made] apply, a medical health officer may order a person to do anything that the medical health officer reasonably believes is necessary for either or both of the following purposes:</p> <ul style="list-style-type: none"> (a) to determine whether an infectious agent or a hazards agent exists, or likely exists; (b) (b) to prevent the transmission of an infectious agent or a hazardous agent. <p>29(2a) A medical health officer may order a person to remain in a specified place, or not enter a place.</p> <p>31(1) If the circumstances described in section 30 [when orders respecting health hazards and contraventions may be made] apply, a health officer may order a person to do anything that the health officer reasonably believes is necessary for any of the following purposes:</p> <ul style="list-style-type: none"> (a) to determine whether a health hazard exists; (b) to prevent or stop a health hazard, or mitigate the harm or prevent further harm from a health hazard;



	<p>(c) to bring the person into compliance with the Act or a regulation made under it;</p> <p>(d) to bring the person into compliance with a term or condition of a license or permit held by that person under this Act.</p> <p>32(2) (b) (ii) A health officer may issue an order under subsection a person who has custody or control of a thing, or control of a condition, that is not in compliance with the Act or a regulation made under it, or a term or condition of the person's license or permit.</p>
<p>Environmental Management Act, Section 91.4, 91.2 (2)(c)</p>	<p>91.4 (1) The government may carry out actions described in section 91.2 (2) <i>[responsible persons — spill response]</i> if an officer considers that:</p> <ul style="list-style-type: none"> (a) a spill has occurred or there is an imminent risk of a spill occurring, (b) action is necessary to address a spill or the risk of a spill or to resolve or mitigate long term effects of a spill; and (c) one or more of the following apply: <ul style="list-style-type: none"> i. there is no responsible person in relation to the spill; ii. an officer has reasonable grounds to believe that government action is required to safeguard the environment, human health or infrastructure; and iii. the responsible person in relation to the spill requests that the government assist with spill response and recovery actions. <p>91.2 (2) (c) identify and evaluate the immediate risks to and impacts on the environment, human health or infrastructure and, as necessary,</p> <ul style="list-style-type: none"> i. advise persons to take protective action in relation to the spill ii. protect infrastructure, and protect, recover and restore the environment.
<p>Oil and Gas Activities Act (OGAA), Section 51</p>	<p>Access restricted or prohibited</p> <p>51 (1) An official, by order, may restrict or prohibit, in a manner prescribed by regulation, access to a public area, including a highway, road, resource road, and railway, if the official is of the opinion that the restriction or prohibition is necessary because of hazardous conditions resulting from an oil and gas activity.</p> <p>(2) If an official issue's an order under subsection (1), the commission must confirm the order in writing within 24 hours or the order ceases to be effective.</p>
<p>Wildfire Act, Section 11, 13 and 14</p>	<p>(11) If the minister considers it necessary or desirable to limit the risk of a fire, to address a public safety concern or to avoid interference with fire control, the minister by order may designate a specified area as a restricted area for a specified period.</p> <p>Requirement to leave specified area</p> <p>13 (1) If the government is engaged in fire control, an official by order may require all persons in an area specified by the official to leave the area.</p>



	<p>(2) Each of the persons that is the subject of an order under subsection (1) must comply with the order.</p> <p>(3) An order under subsection (1) may be different for different categories of persons.</p> <p>Notice of orders under sections 10 to 13 14 (1) Despite section 63, notice must be given in accordance with this section of an order made under any of sections 10 to 13.</p> <p>(2) The notice required under subsection (1) is sufficiently given to all persons in or near the applicable specified area under sections 10 to 13 if the notice includes a copy of the order or contains or a summary of the order and is:</p> <ul style="list-style-type: none"> (a) posted in or near the specified area, (b) published in or near the area in a manner that the official giving the notice considers will come to the attention of persons in or near the specified area, or (c) broadcast in a manner that the official giving the notice considers will come to the attention of persons in or near the specified area. <p>(3) Without limiting subsection (2), a notice under any of sections 10 to 13 is sufficiently given to any person if the notice includes a copy of the order or contains or a summary of the order and is delivered to the person.</p>
<p>Indian Act, Section 81</p>	<p>81 (1) The council of a band may make by-laws not inconsistent with this Act or with any regulation made by the Governor in Council or the Minister, for any or all of the following purposes, namely:</p> <ul style="list-style-type: none"> (a) to provide for the health of residents on the reserve and to prevent the spreading of contagious and infectious diseases; and (b) the regulation of traffic.

ANNEX D. EVACUATION TEAR AWAY SHEETS

D.1 ZONE 1 – RICARDO ROAD



PRIMARY USE

Zone 1 – Ricardo Road is primarily a residential-use area located at the northwest tip of Gabriola Island. This Zone encompasses a quiet neighbourhood consisting of primary and secondary residences and sees a seasonal fluctuation in population between the summer and winter months. There is a small park located in this zone (Gabriola Sands Park) which is located along the single access road into this neighbourhood.

PRIMARY & SECONDARY ARTERIAL ROADS

This zone has a single access road connecting the neighbourhood with the rest of the Island. Ricardo Road is a critical primary access route that connects directly with Berry Point Road. This is a two-lane paved road, however the road sits very low and is surrounded by water on both sides.

Secondary roadways within this neighbourhood consist of gravel roads which circle the peninsula.

MUSTER POINTS, INFRASTRUCTURE & EVACUATION DIRECTIONS

The information provided below is general guidance. Reception Centres and evacuation routes will be dictated based on the nature of the emergency. Always refer to official RDN sources of information for evacuation-related instructions.

Item	Description
Closest Muster Points	<ul style="list-style-type: none"> • Taylor Bay Road Ferry Queue • Twin Beaches Mall; and • Folklife Village • Residents should be directed to alternative muster locations if other traffic management (i.e., bulk transportation) is being organized.
Critical Infrastructure	<ul style="list-style-type: none"> • Ricardo Road - officials should make it a top priority to ensure ongoing access to this road is available.
Evacuation Direction	<ul style="list-style-type: none"> • Evacuate south from your home / residents south on Ricardo Road. Depending on the intended refuge location, access to the Twin Beaches mall is located at the end of this road; however, a right turn onto Berry Point/Taylor bay road may be necessary.
Reception Centre	The closest reception centre for this location is the Rollo Centre on North Road. Depending on the nature of evacuation activities, residents must be provided with ongoing travel instructions.

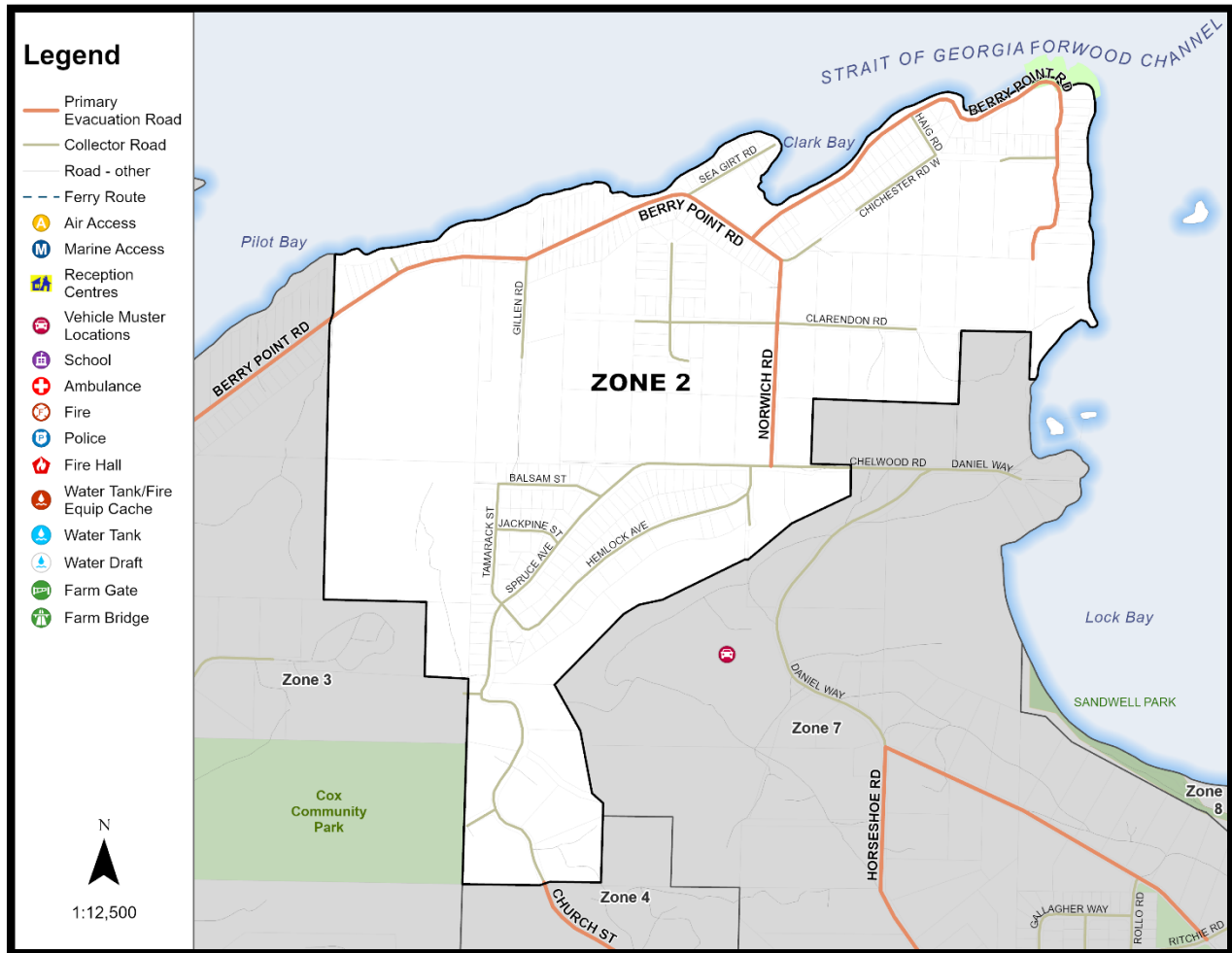
ESTIMATED TIME TO EVACUATE THIS ZONE IN HOURS:

Criteria	Value
Estimated Population	184
Estimated Vehicles	84
Estimated Single Vehicle Travel Time Through Zone (Minutes)	2
Estimated Zone Evacuation Time (Minutes)	13
# of Ferry Trips to Evacuate Zone (Current)	0.5
# of Ferry Trips to Evacuate Zone (Anticipated)	1

All times are approximate and for planning purposes only. They do not include advance time required to develop and distribute information to the public. Evacuations are dynamic and times are influenced by factors that may not be apparent during planning activities. The EOC should rely on the subject matter experts available during an evacuation for guidance.



D.1 ZONE 2 – BERRY POINT ROAD



PRIMARY USE

Residential – Zone 2 is located at the northern most edge of Gabriola Island. This zone is home to several oceanside and rural homes and has an estimated population of 522. Homes are somewhat evenly distributed across the zone and are located within interface areas within large forested areas.

PRIMARY & SECONDARY ARTERIAL ROADS

The primary roadway in this neighbourhood is Berry Point Road and Norwich Road. Berry Point Road is a continuation of Taylor Bay Road and is a two-way paved road. Numerous secondary roads connect to both Berry Point and Norwich Roads. These secondary roadways are primarily gravel roads leading to pockets of residential properties. Berry Point Road is a critical route that must be continually monitored for obstructions that could impede evacuation activities as it is a primary route to the ferry terminal. A secondary route that

can be leveraged by residents in this zone is the newly opened church street extension that would route residents through the village.

MUSTER POINTS, INFRASTRUCTURE & EVACUATION DIRECTIONS

The information provided below is general guidance. Reception Centres and evacuation routes will be dictated based on the nature of the emergency. Always refer to official RDN sources of information for evacuation-related instructions.

Item	Description
Closest Muster Points	<ul style="list-style-type: none"> • Taylor Bay Road Ferry Queue, and • Twin Beaches Mall Parking Lot • Residents should be directed to alternative muster locations if other traffic management (i.e., bulk transportation) is being organized.
Critical Infrastructure	<ul style="list-style-type: none"> • Berry Point Road - officials should make it a top priority to ensure ongoing access to this road is available.
Evacuation Direction	<ul style="list-style-type: none"> • Evacuate in a southwest direction along Berry Point Road and travel to the designated location (e.g., Descanso Bay Ferry Terminal, Twin Beaches Mall, or other muster / refuge location)
Reception Centre	The closest reception centre for this location is the Rollo Centre on North Road. Depending on the nature of evacuation activities, residents must be provided with ongoing instruction regarding refuge locations (i.e., transportation off of the island, or an alternate location on the island).

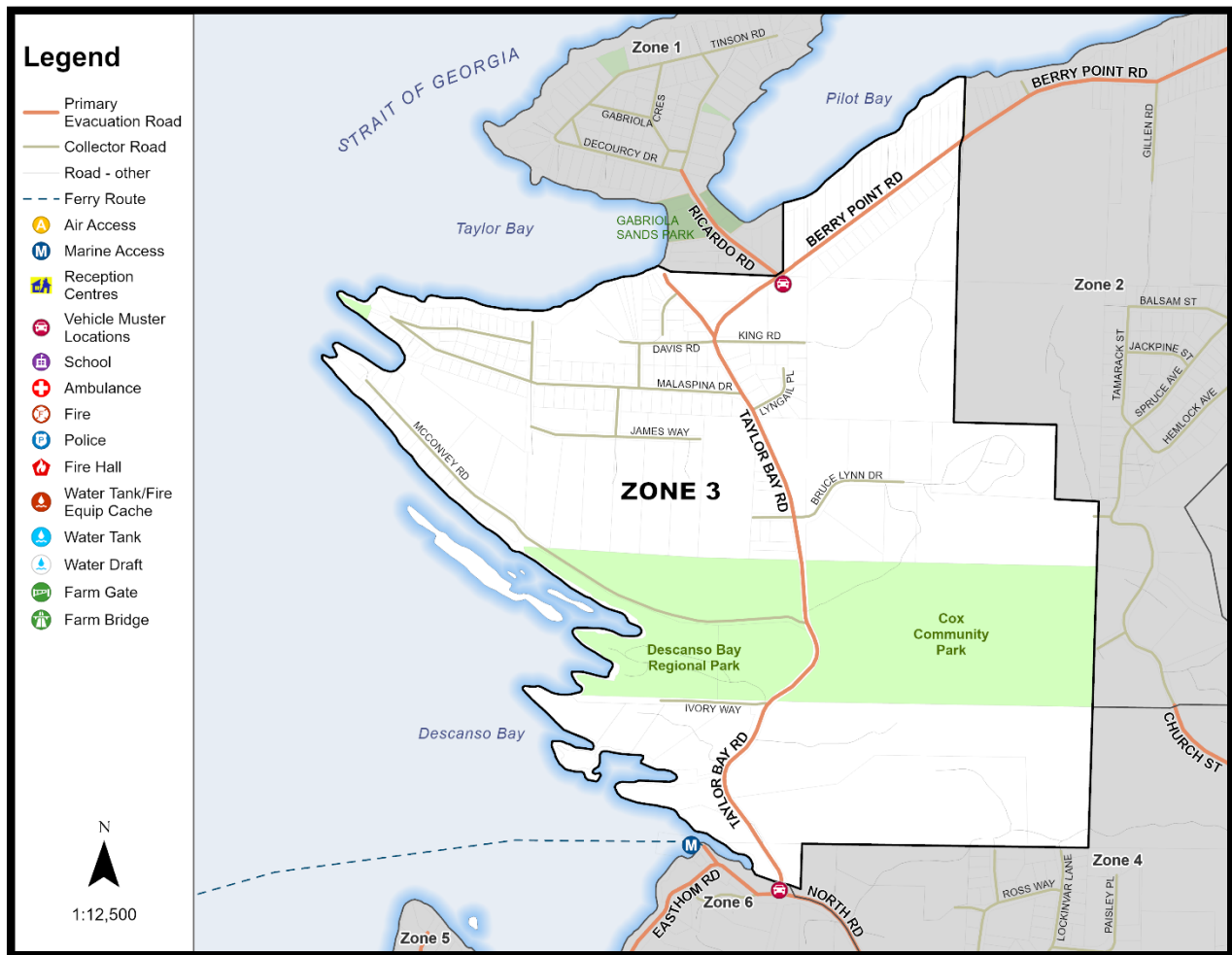
ESTIMATED TIME TO EVACUATE THIS ZONE IN HOURS:

Criteria	Value
Estimated Population	523
Estimated Vehicles	238
Estimated Single Vehicle Travel Time Through Zone (Minutes)	4
Estimated Zone Evacuation Time (Minutes)	18
# of Ferry Trips to Evacuate Zone (Current)	1.5
# of Ferry Trips to Evacuate Zone (Anticipated)	2.75

All times are approximate and for planning purposes only. They do not include advance time required to develop and distribute information to the public. Evacuations are dynamic and times are influenced by factors that may not be apparent during planning activities. The EOC should rely on the subject matter experts available during an evacuation for guidance.



D.1 ZONE 3 – TAYLOR BAY ROAD



PRIMARY USE

Residential- A large portion of Zone 3 is rural residential. The estimated population of this zone is 390 individuals, with the most of these homes located along the shoreline as well as along Berry Point/Taylor bay Road.

Recreation – Descanso Bay Regional Park is located within this Zone. This park has year-round camping and has 32 camping sites. These sites are usually fully booked through the high-season and see a high amount of off-season traffic.

PRIMARY & SECONDARY ARTERIAL ROADS

The primary roads within this zone are Berry Point Road that turns into Taylor Bay Road. These are both paved, two-lane roads that have a high volume of traffic. Taylor Bay Road is used as the primary Ferry queue and generally has a large number of vehicles parked at any given time during the day.

Secondary roads within this Zone are primarily two-lane paved residential. All of these lead back to the primary artery of Taylor Bay Road.

KEY CONSIDERATIONS:

- Descanso Bay Regional Park – this location may have campers on site requiring communications from the RDN.
- Taylor Bay Road Ferry Queue is located in this zone

MUSTER POINTS, INFRASTRUCTURE & EVACUATION DIRECTIONS

The information provided below is general guidance. Reception Centres and evacuation routes will be dictated based on the nature of the emergency. Always refer to official RDN sources of information for evacuation-related instructions.

Item	Description
Closest Muster Points	<ul style="list-style-type: none"> • Taylor Bay Road Ferry Queue, and • Twin Beaches Mall Parking Lot • Residents should be directed to alternative muster locations if other traffic management (i.e., bulk transportation) is being organized.
Critical Infrastructure	<ul style="list-style-type: none"> • Taylor Bay Road - officials should make it a top priority to ensure ongoing access to this road is available.
Evacuation Direction	<ul style="list-style-type: none"> • Evacuate in a southwest direction along Berry Point/Taylor Bay Road and travel to the designated location (e.g., Descanso Bay Ferry Terminal, Twin Beaches Mall, or other muster / refuge location)
Reception Centre	The closest reception centre for this location is the Rollo Centre on North Road. Depending on the nature of evacuation activities, residents must be provided with ongoing instruction regarding refuge locations (i.e., transportation off of the island, or an alternate location on the island).

ESTIMATED TIME TO EVACUATE THIS ZONE IN HOURS:

Criteria	Value
Estimated Population	390
Estimated Vehicles	177
Estimated Single Vehicle Travel Time Through Zone (Minutes)	3
Estimated Zone Evacuation Time (Minutes)	17
# of Ferry Trips to Evacuate Zone (Current)	1



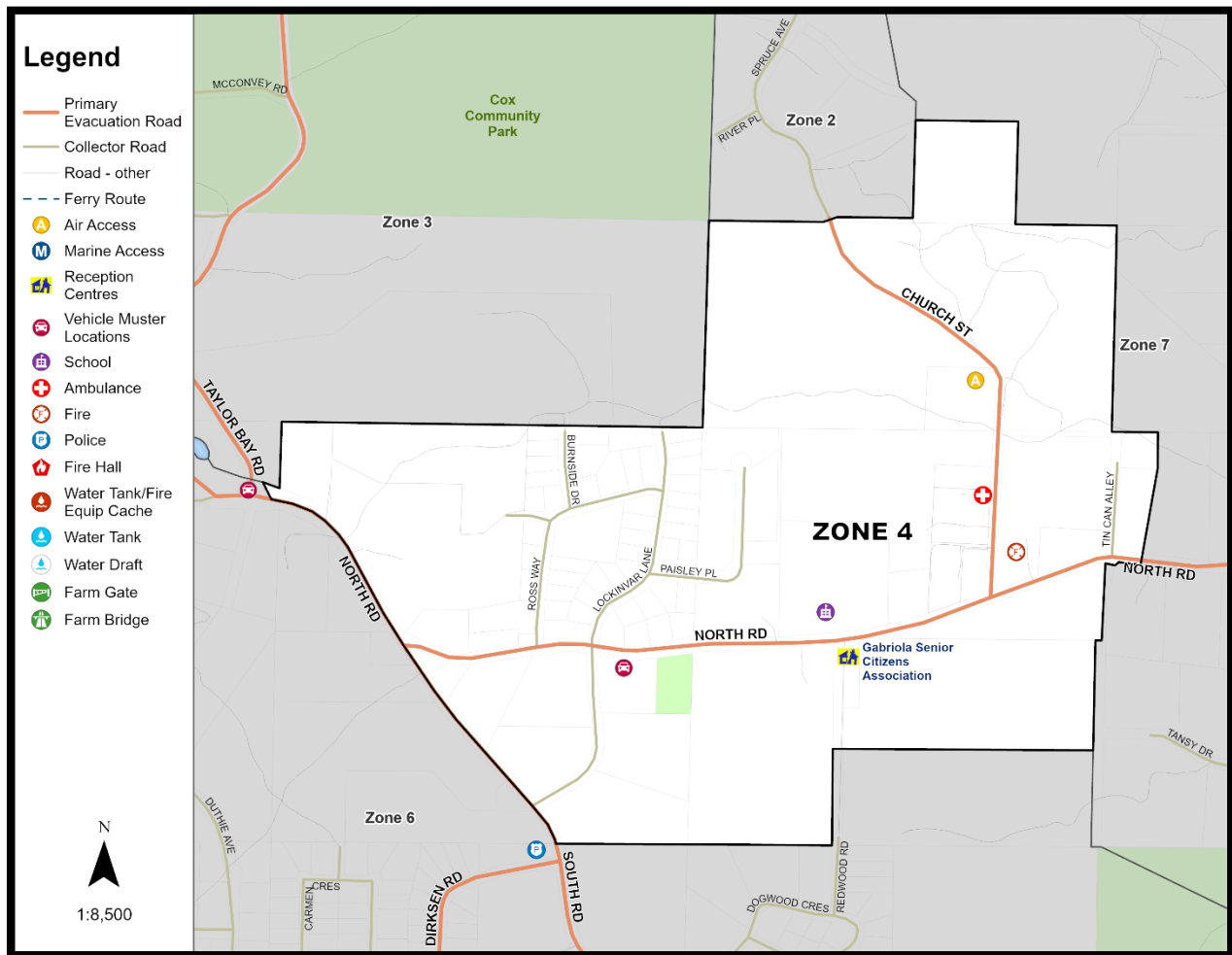
of Ferry Trips to Evacuate Zone (Anticipated)

2

All times are approximate and for planning purposes only. They do not include advance time required to develop and distribute information to the public. Evacuations are dynamic and times are influenced by factors that may not be apparent during planning activities. The EOC should rely on the subject matter experts available during an evacuation for guidance.



D.1 ZONE 4 – GABRIOLA VILLAGE



PRIMARY USE

Commercial – Zone 4 largely consists of commercial land mixed between stores and shops as well as critical services for members of the Island including the Gabriola Fire Hall, Gabriola Elementary School, Gabriola Medical Clinic, Religious Centers and other community services.

Residential – Zone 4 has a small residential population consisting of homes and neighbourhoods in close proximity to the downtown core. These include mixed style homes that all have easy access to primary arterial road networks.

PRIMARY & SECONDARY ARTERIAL ROADS

The primary road within this Zone is North Road which is a two-lane paved artery. This is the main route through the commercial area of the community and connects with the Descanso Bay Ferry Terminal. The

other primary route within this zone is Church Street which connects the Gabriola Medical Clinic, BC Ambulance Station, the Fire Hall with North Road and to residential areas north of the village.

Secondary roads in this Zone are all two-lane paved roadways connecting various residential neighbourhoods to North Road.

KEY CONSIDERATIONS:

- Folklife Village muster site is located in this zone;
- Fire Hall No. 1, BCAS, and the Rollo Centre (Reception Centre Facility) located in this zone;
- The Hope Centre Preschool / Childcare
- Gabriola Retirement Village and the Gabriola Garden Homes
- Gabriola Elementary School; and
- Primary commercial sector for the island is located within this zone.

MUSTER POINTS, INFRASTRUCTURE & EVACUATION DIRECTIONS

The information provided below is general guidance. Reception Centres and evacuation routes will be dictated based on the nature of the emergency. Always refer to official RDN sources of information for evacuation-related instructions.

Item	Description
Closest Muster Points	<ul style="list-style-type: none"> • Folklife Village; and • Taylor Bay Road Ferry Queue • Residents should be directed to alternative muster locations if other traffic management (i.e., bulk transportation) is being organized.
Critical Infrastructure	<ul style="list-style-type: none"> • Gabriola Fire Hall No. 1 • BC Ambulance Station • Co-Op Gas Station • Rollo Centre (Reception Centre) • North Road – Primary arterial road • Gabriola Elementary School
Evacuation Direction	<ul style="list-style-type: none"> • Evacuate in a western direction along North Road and travel to the designated location (e.g., Descanso Bay Ferry Terminal, Nesters Food Market, or other muster / refuge location)
Reception Centre	The closest reception centre for this location is the Rollo Centre on North Road. Depending on the nature of evacuation activities, residents must be provided with ongoing instruction regarding refuge locations (i.e., transportation off of the island, or an alternate location on the island).

ESTIMATED TIME TO EVACUATE THIS ZONE IN HOURS:

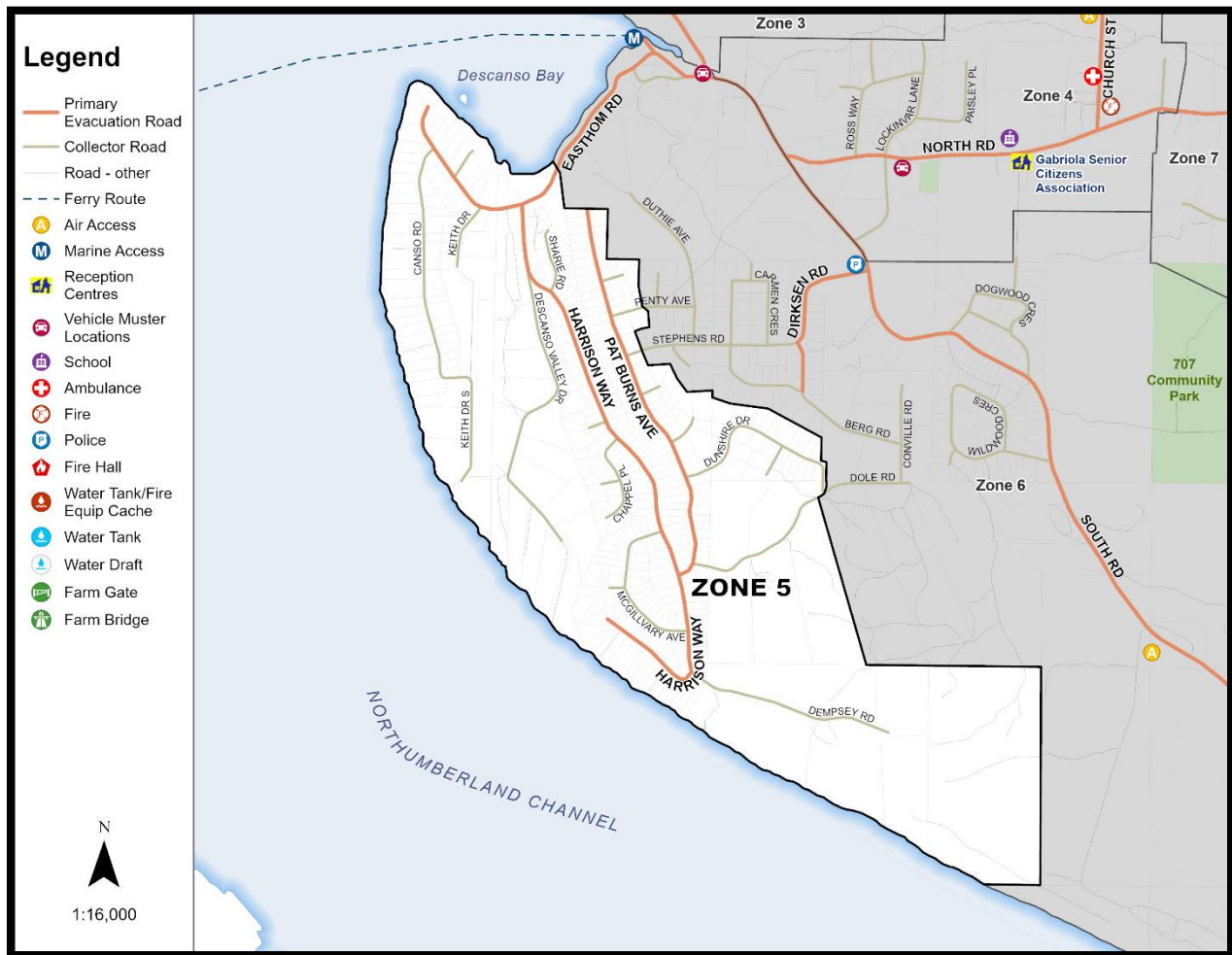
Criteria	Value
Estimated Population	114
Estimated Vehicles	52
Estimated Single Vehicle Travel Time Through Zone (Minutes)	2



Estimated Zone Evacuation Time (Minutes)	13
# of Ferry Trips to Evacuate Zone (Current)	0.5
# of Ferry Trips to Evacuate Zone (Anticipated)	0.75

All times are approximate and for planning purposes only. They do not include advance time required to develop and distribute information to the public. Evacuations are dynamic and times are influenced by factors that may not be apparent during planning activities. The EOC should rely on the subject matter experts available during an evacuation for guidance.

D.1 ZONE 5 – HARRISON WAY



PRIMARY USE

Residential - This zone is a heavily populated residential area. These homes are distributed across the entire Zone and are amongst a heavily forested area. There are also home-based bed and breakfast and other nightly accommodations located within this zone.

PRIMARY & SECONDARY ARTERIAL ROADS

The primary roads within this Zone include Harrison Way, Pat Burns Avenue, and Easthom Road. These are all two-lane paved roadways that numerous residential properties rely on for access to the North and South Roads and the downtown core. Easthom Road may require special consideration as a one-way artery as some portions are narrow.

KEY CONSIDERATIONS:

- Heavily populated residential Zone; and
- No shoreline access.

MUSTER POINTS, INFRASTRUCTURE & EVACUATION DIRECTIONS

The information provided below is general guidance. Reception Centres and evacuation routes will be dictated based on the nature of the emergency. Always refer to official RDN sources of information for evacuation-related instructions.

Item	Description
Closest Muster Points	<ul style="list-style-type: none"> • Folklife Village; and • Taylor Bay Road Ferry Queue • Residents should be directed to alternative muster locations if other traffic management (i.e., bulk transportation) is being organized.
Critical Infrastructure	<ul style="list-style-type: none"> • Harrison Way • Pat Burns Avenue • Easthom Road
Evacuation Direction	<ul style="list-style-type: none"> • Evacuate along your local road to the Dirkson Rd. intersection with South Road. Turn left onto North Road and head to either the Descanso Bay Ferry terminal, or to the other muster point identified in evacuation communication materials.
Reception Centre	The closest reception centre for this location is the Rollo Centre on North Road. Depending on the nature of evacuation activities, residents must be provided with ongoing instruction regarding refuge locations (i.e., transportation off of the island, or an alternate location on the island).

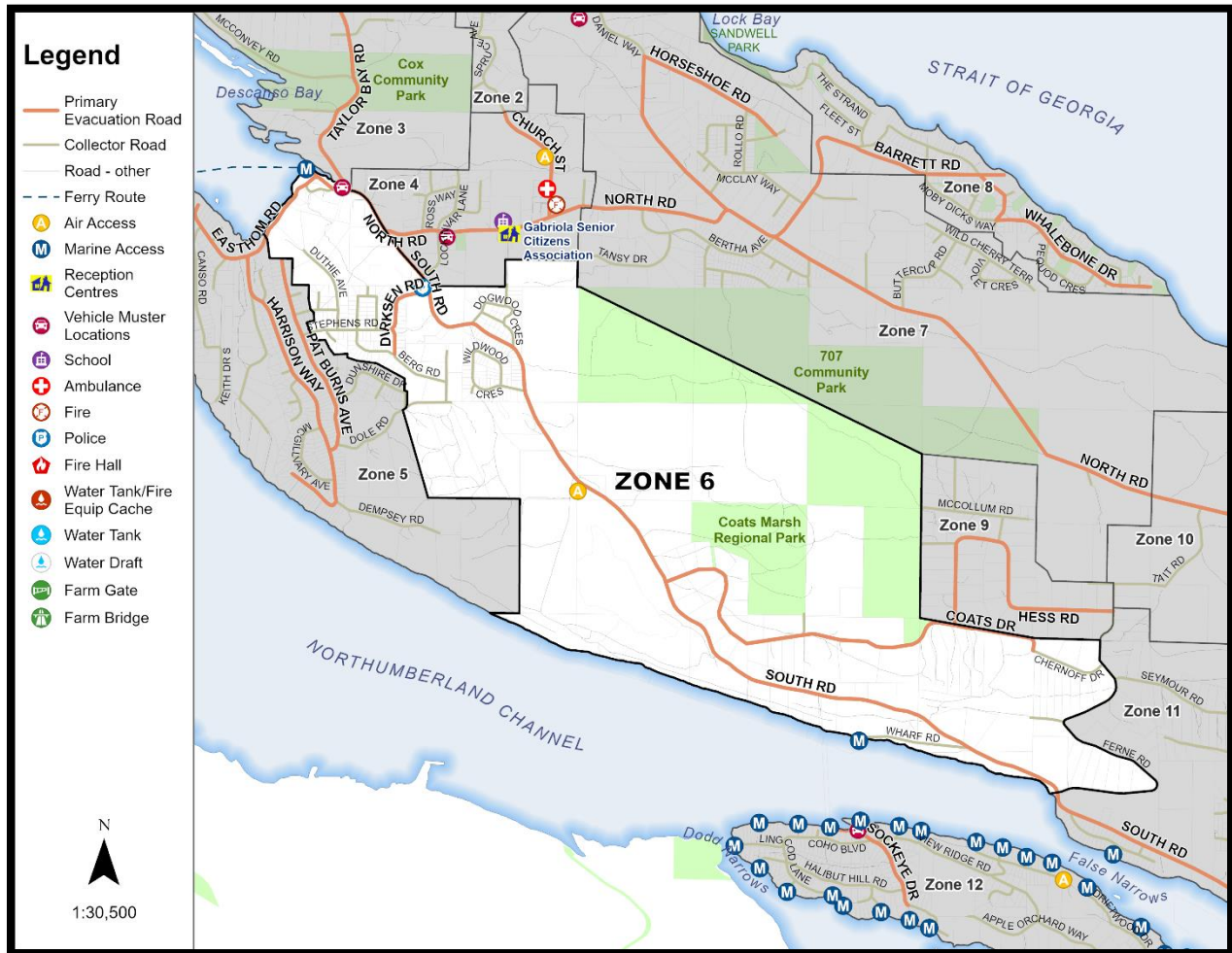
ESTIMATED TIME TO EVACUATE THIS ZONE IN HOURS:

Criteria	Value
Estimated Population	599
Estimated Vehicles	272
Estimated Single Vehicle Travel Time Through Zone (Minutes)	3
Estimated Zone Evacuation Time (Minutes)	19
# of Ferry Trips to Evacuate Zone (Current)	1.5
# of Ferry Trips to Evacuate Zone (Anticipated)	3

All times are approximate and for planning purposes only. They do not include advance time required to develop and distribute information to the public. Evacuations are dynamic and times are influenced by factors that may not be apparent during planning activities. The EOC should rely on the subject matter experts available during an evacuation for guidance.



D.1 ZONE 6 – GABRIOLA WEST



PRIMARY USE

Residential – The primary land-use in Zone 6 is residential. These homes are primarily located to the west of South Road. There is a large heavily forested area also located in this zone that contains a network of recreational trails.

PRIMARY & SECONDARY ARTERIAL ROADS

The primary roads within this Zone include South Road, as well as Dirksen Road which acts as a primary entry-point to the neighbourhood located on the western shores of Gabriola Island. All of the roads in this zone that will be used as primary or secondary ingress/egress routes are two-lane paved roads.

KEY CONSIDERATIONS:

- Heavily populated residential zone;
- Large recreational areas within this zone; and
- Popular access point for Mudge Island Located within this zone.

MUSTER POINTS, INFRASTRUCTURE & EVACUATION DIRECTIONS

The information provided below is general guidance. Reception Centres and evacuation routes will be dictated based on the nature of the emergency. Always refer to official RDN sources of information for evacuation-related instructions.

Item	Description
Closest Muster Points	<ul style="list-style-type: none"> • Folklife Village and • Taylor Bay Road Ferry Queue • Residents should be directed to alternative muster locations if other traffic management (i.e., bulk transportation) is being organized.
Critical Infrastructure	<ul style="list-style-type: none"> • Gabriola RCMP Detachment • South Road. • Wharf Road access for Mudge Island Residents and Green Wharf
Evacuation Direction	<ul style="list-style-type: none"> • Evacuate along your local road to the Dirksen Rd. intersection with South Road. Turn left onto North Road and head to either the Descanso Bay Ferry terminal, or to the other muster point identified in evacuation communication materials.
Reception Centre	The closest reception centre for this location is the Rollo Centre on North Road. Depending on the nature of evacuation activities, residents must be provided with ongoing instruction regarding refuge locations (i.e., transportation off of the island, or an alternate location on the island).

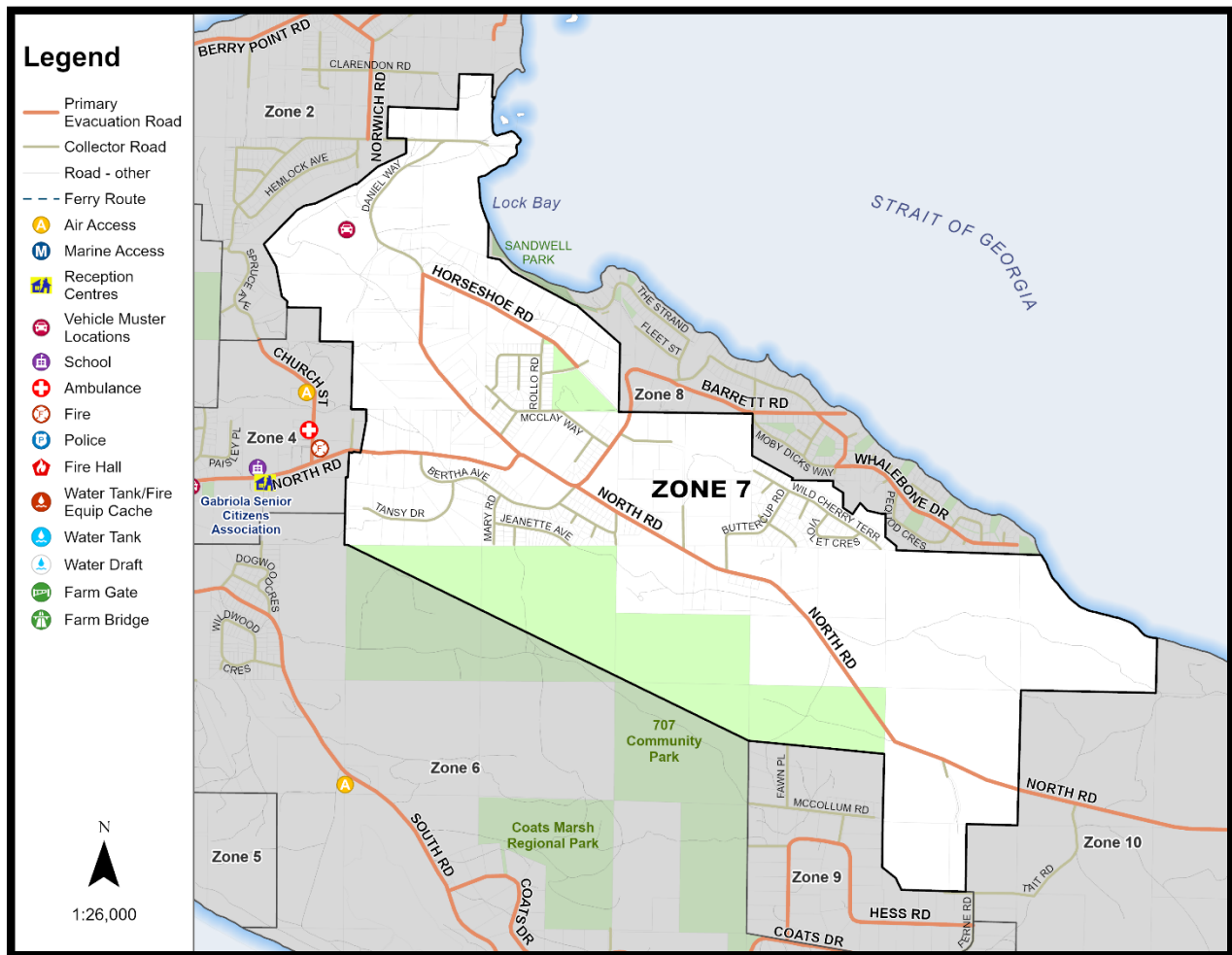
ESTIMATED TIME TO EVACUATE THIS ZONE IN HOURS:

Criteria	Value
Estimated Population	562
Estimated Vehicles	256
Estimated Single Vehicle Travel Time Through Zone (Minutes)	7
Estimated Zone Evacuation Time (Minutes)	22
# of Ferry Trips to Evacuate Zone (Current)	1.5
# of Ferry Trips to Evacuate Zone (Anticipated)	3

All times are approximate and for planning purposes only. They do not include advance time required to develop and distribute information to the public. Evacuations are dynamic and times are influenced by factors that may not be apparent during planning activities. The EOC should rely on the subject matter experts available during an evacuation for guidance.



D.2 ZONE 7 – HORSESHOE ROAD



PRIMARY USE

The primary land-use in Zone 7 is residential. This is the largest zone on Gabriola and contains an estimated 744 residents. The broad geographical area covered by this zone also includes a small private property along horseshoe road that may act as a large staging/muster location for vehicles and residents in the North end. Access to this agricultural land is located along Horseshoe Road.

PRIMARY & SECONDARY ARTERIAL ROADS

The primary artery in this zone is North Road that travels the entire length of the zone. Barrett Road, the primary connection between North Road and the “Whalebone” neighbourhood is also located within this zone, as well as Horseshoe Road in the North which connects a number of residential properties with North Road. All of these arteries are two-lane paved roadways.

KEY CONSIDERATIONS:

- Large recreational area located within this zone;
- Heavily populated residential zone;
- North Island Muster location within this zone; and
- Primary access to Whalebone neighbourhood located within this zone.

MUSTER POINTS, INFRASTRUCTURE & EVACUATION DIRECTIONS

The information provided below is general guidance. Reception Centres and evacuation routes will be dictated based on the nature of the emergency. Always refer to official RDN sources of information for evacuation-related instructions.

Item	Description
Closest Muster Points	<ul style="list-style-type: none"> • Folklife Village; and • Taylor Bay Road Ferry Queue • Residents should be directed to alternative muster locations (i.e., any private lot or other to be used for parking/staging) if other traffic management (i.e., bulk transportation) is being organized.
Critical Infrastructure	<ul style="list-style-type: none"> • North Road • Barrett Road • North Island Staging/parking area
Evacuation Direction	<ul style="list-style-type: none"> • Evacuate along your local road to North Road and travel to the designated location (i.e., staging location, reception centre, ferry terminal, etc.)
Reception Centre	The closest reception centre for this location is the Rollo Centre on North Road. Depending on the nature of evacuation activities, residents must be provided with ongoing instruction regarding refuge locations (i.e., transportation off of the island, or an alternate location on the island).

ESTIMATED TIME TO EVACUATE THIS ZONE IN HOURS:

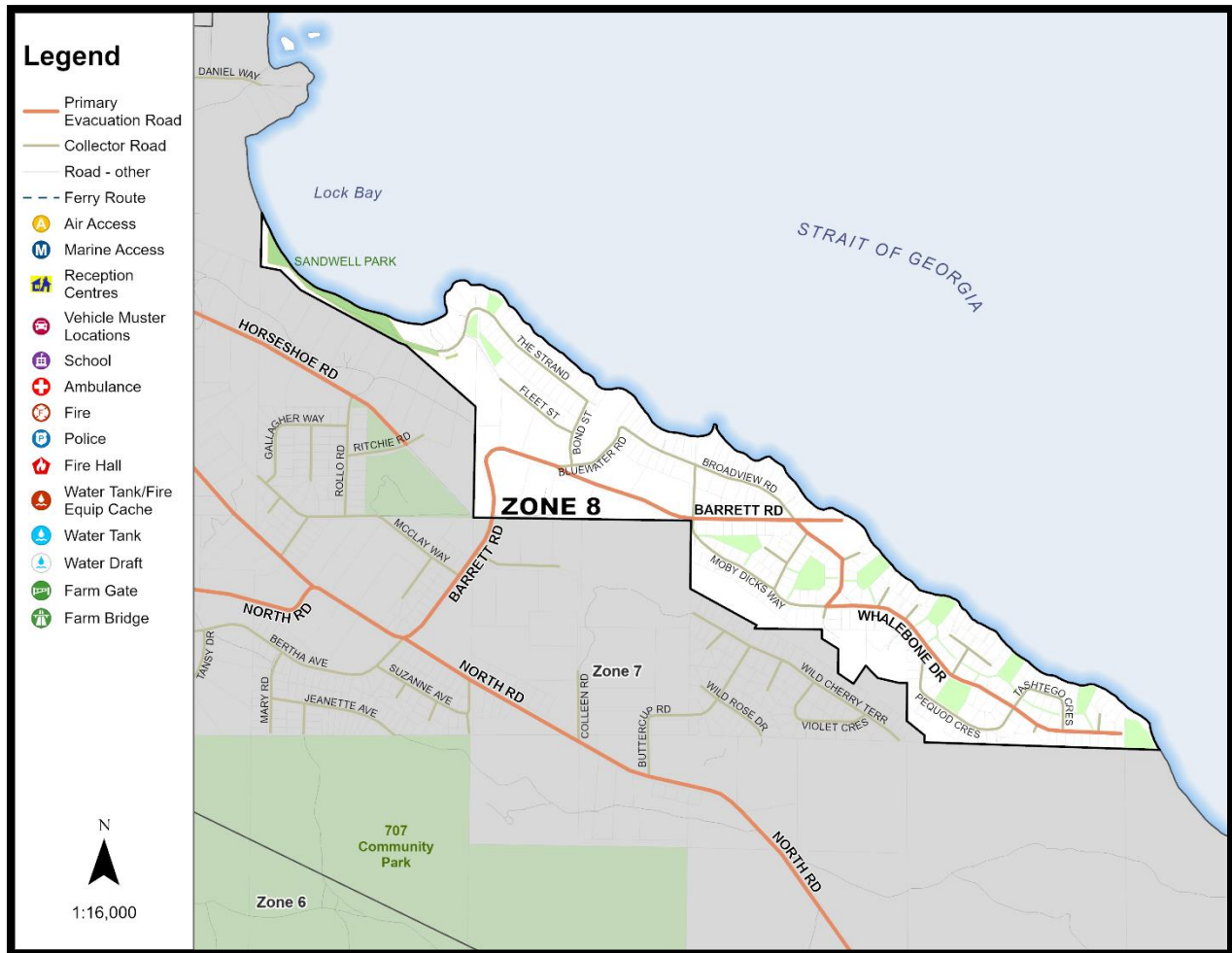
Criteria	Value
Estimated Population	745
Estimated Vehicles	339
Estimated Single Vehicle Travel Time Through Zone (Minutes)	8
Estimated Zone Evacuation Time (Minutes)	24
# of Ferry Trips to Evacuate Zone (Current)	2
# of Ferry Trips to Evacuate Zone (Anticipated)	3.75

All times are approximate and for planning purposes only. They do not include advance time required to develop and distribute information to the public. Evacuations are dynamic and times are influenced by



factors that may not be apparent during planning activities. The EOC should rely on the subject matter experts available during an evacuation for guidance.

D.3 ZONE 8 – BARRETT ROAD



PRIMARY USE

Zone 8 – Barrett Road is primarily a residential-use area and is more commonly known as the “Whalebone” neighbourhood. This is a quiet neighbourhood consisting of primary and secondary residences and sees a seasonal fluctuation in population between the summer and winter months. There is a small provincial park located in this zone (Sandwell) as well as Whalebone beach that draws visitors on the island.

PRIMARY & SECONDARY ARTERIAL ROADS

This zone has a single access road connecting the neighbourhood with the rest of the Island. Barrett Road is a critical primary access route that connects directly with North Road. Whalebone Drive, is also a primary access route that connects Barrett Road with Whalebone Beach in the Southeast.

Secondary roadways within this neighbourhood consist of paved residential streets. These are two-lane roads that connect directly with Whalebone Dr. or Barrett Road.

KEY CONSIDERATIONS:

- Heavily populated residential zone;
- Single-road access; and
- Recreational areas.

MUSTER POINTS, INFRASTRUCTURE & EVACUATION DIRECTIONS

The information provided below is general guidance. Reception Centres and evacuation routes will be dictated based on the nature of the emergency. Always refer to official RDN sources of information for evacuation-related instructions.

Item	Description
Closest Muster Points	<ul style="list-style-type: none"> • Taylor Bay Road Ferry Queue, and • Folklife Village Residents should be directed to alternative muster locations if other traffic management (i.e., bulk transportation) is being organized.
Critical Infrastructure	<ul style="list-style-type: none"> • Barrett Road - officials should make it a top priority to ensure ongoing access to this road is available.
Evacuation Direction	<ul style="list-style-type: none"> • Evacuate out of Whalebone Neighbourhood using Barrett Road, turn Right on North Road and travel to the designated location (e.g., Descanso Bay Ferry Terminal, selected muster location, or other muster / refuge)
Reception Centre	The closest reception centre for this location is the Rollo Centre on North Road. Depending on the nature of evacuation activities, residents must be provided with ongoing travel instructions.

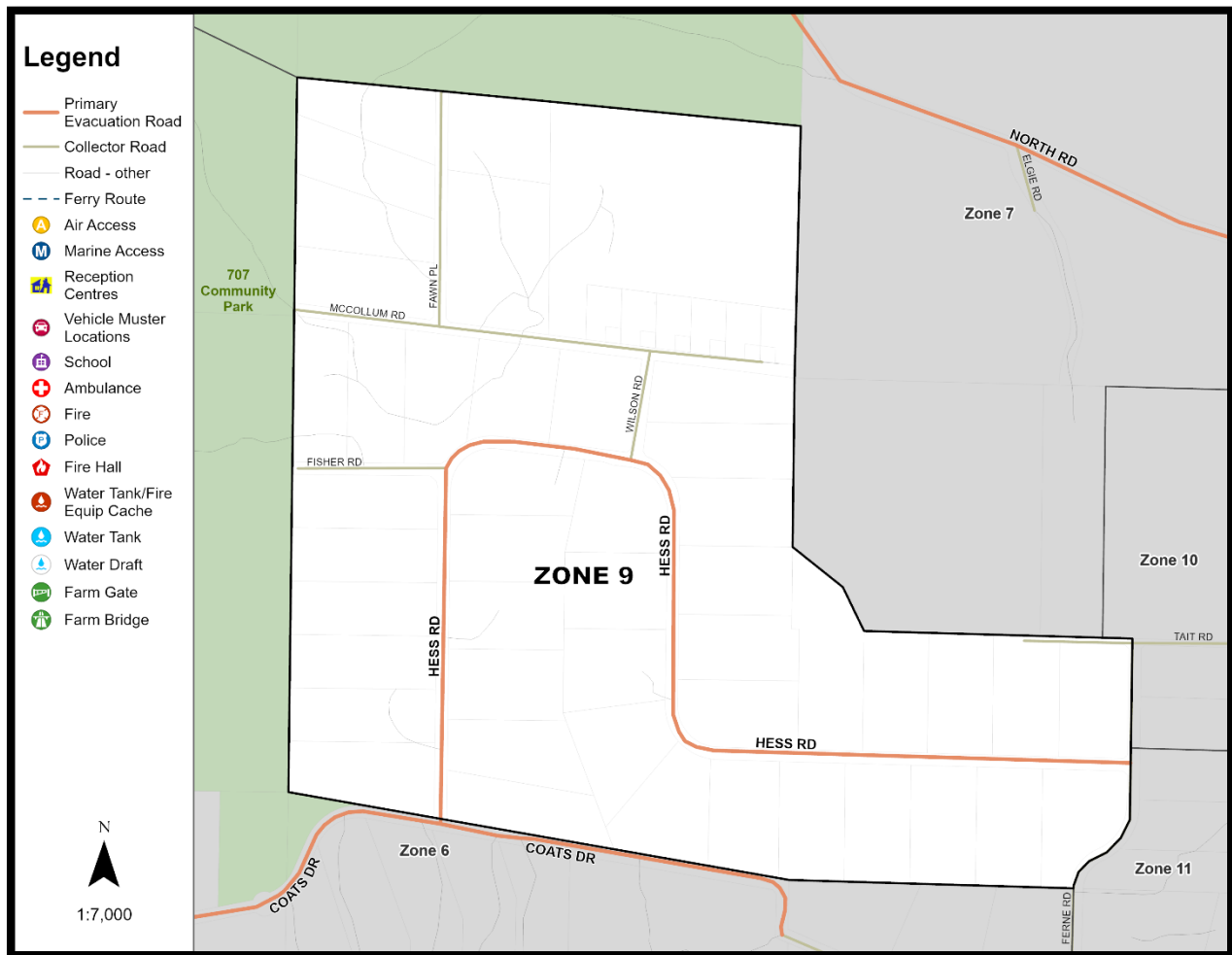
ESTIMATED TIME TO EVACUATE THIS ZONE IN HOURS:

Criteria	Value
Estimated Population	481
Estimated Vehicles	219
Estimated Single Vehicle Travel Time Through Zone (Minutes)	4
Estimated Zone Evacuation Time (Minutes)	18
# of Ferry Trips to Evacuate Zone (Current)	1.25
# of Ferry Trips to Evacuate Zone (Anticipated)	2.5

All times are approximate and for planning purposes only. They do not include advance time required to develop and distribute information to the public. Evacuations are dynamic and times are influenced by factors that may not be apparent during planning activities. The EOC should rely on the subject matter experts available during an evacuation for guidance.



D.4 ZONE 9 – HESS ROAD



PRIMARY USE

Zone 9 consists primarily of residential and agricultural areas. This Zone is located along a large ridgeline and is located in the central area of Gabriola Island. It is located within a region that is mixed forested/agricultural land.

PRIMARY & SECONDARY ARTERIAL ROADS

This Zone has three primary roads that connect residents with the North and South Roads. Coats Drive, Ferne Road and Tait Road are the primary ingress/egress roads and are a mix of paved, two lane roads and gravel roads. All secondary arterial roads connect to one or more of these arterial roads and allow residents with multiple options for travel.

KEY CONSIDERATIONS:

- Large livestock population requiring advanced notifications to support decision-making with respect to livestock.

MUSTER POINTS, INFRASTRUCTURE & EVACUATION DIRECTIONS

The information provided below is general guidance. Reception Centres and evacuation routes will be dictated based on the nature of the emergency. Always refer to official RDN sources of information for evacuation-related instructions.

Item	Description
Closest Muster Points	<ul style="list-style-type: none"> • Taylor Bay Road Ferry Queue, and • Folklife Village • Residents should be directed to alternative muster locations if other traffic management (i.e., bulk transportation) is being organized.
Critical Infrastructure	<ul style="list-style-type: none"> • Barrett Road - officials should make it a top priority to ensure ongoing access to this road is available.
Evacuation Direction	<ul style="list-style-type: none"> • Travel along road network to either Coats Drive or Ferne Road and evacuate southwest to South Road. Turn right on South Road and head towards the downtown core. This is the most direct access to muster locations on the north island. • Tait Road is available for evacuation, however this is a gravel road with one and a half lanes that is not suitable for heavy two-way traffic. This should be considered a secondary route.
Reception Centre	The closest reception centres for this location is the Rollo Centre or the Gabriola Community Hall. Depending on the nature of evacuation activities, residents must be provided with travel instructions.

ESTIMATED TIME TO EVACUATE THIS ZONE IN HOURS:

Criteria	Value
Estimated Population	84
Estimated Vehicles	38
Estimated Single Vehicle Travel Time Through Zone (Minutes)	3
Estimated Zone Evacuation Time (Minutes)	13
# of Ferry Trips to Evacuate Zone (Current)	0.25
# of Ferry Trips to Evacuate Zone (Anticipated)	0.5

All times are approximate and for planning purposes only. They do not include advance time required to develop and distribute information to the public. Evacuations are dynamic and times are influenced by factors that may not be apparent during planning activities. The EOC should rely on the subject matter experts available during an evacuation for guidance.



D.5 ZONE 10 – GABRIOLA EAST



PRIMARY USE

Zone 10 is a large zone consisting of a mixed land-use. This zone has a large residential population, as well as extensive agricultural presence as well as the two primary marinas for Gabriola Island. Residential areas are spread across this Zone but have a heavier distribution on the eastern portion of the island and in some cases are located in remote forested areas or in close proximity to the waters' edge.

PRIMARY & SECONDARY ARTERIAL ROADS

The primary road in this zone is South Road which connects all secondary roads with the rest of the Island. Other critical routes in this zone include Degnen Bay Road as well as Silva Bay Road. These primary connections to the marinas are critical arteries in incidents requiring access to or from boats at these locations. Secondary roads across this zone include a mix of two-lane paved roadways and narrow gravel roads. Peterson Road is also a critical road as it has a direct connection between North and South Road and

provides direct access to a large agricultural field that could be considered as a primary muster/staging location if mass vehicle parking is required.

KEY CONSIDERATIONS:

- Degnen Bay Wharf, Silva Bay Marina, and Pages Marina – early notification of Harbour Master may be required;
- Large livestock population requiring advanced notifications to support decision-making with respect to livestock;
- Established Resorts requiring advanced notification for movement of tourists; and
- Recreational areas.

MUSTER POINTS, INFRASTRUCTURE & EVACUATION DIRECTIONS

The information provided below is general guidance. Reception Centres and evacuation routes will be dictated based on the nature of the emergency. Always refer to official RDN sources of information for evacuation-related instructions.

Item	Description
Closest Muster Points	<ul style="list-style-type: none"> • Gabriola Fire Hall No. 2 • Gabriola Island Community Hall Reception Centre • Residents should be directed to alternative muster locations if other traffic management (i.e., bulk transportation) is being organized.
Critical Infrastructure	<ul style="list-style-type: none"> • Silva Bay Marina • Degnen Bay Government Wharf • North Road • Large (private) potential vehicle parking/staging area
Evacuation Direction	<ul style="list-style-type: none"> • Travel along secondary road network to South Road. Depending on the intended refuge/muster location, travel along South Road in the intended direction identified in communications. Follow traffic control personnel/signs.
Reception Centre	The closest reception centre for this location is the Gabriola Island Community Hall. Depending on the nature of evacuation activities, residents must be provided with ongoing travel instructions.

ESTIMATED TIME TO EVACUATE THIS ZONE IN HOURS:

Criteria	Value
Estimated Population	733
Estimated Vehicles	333
Estimated Single Vehicle Travel Time Through Zone (Minutes)	10
Estimated Zone Evacuation Time (Minutes)	27
# of Ferry Trips to Evacuate Zone (Current)	2



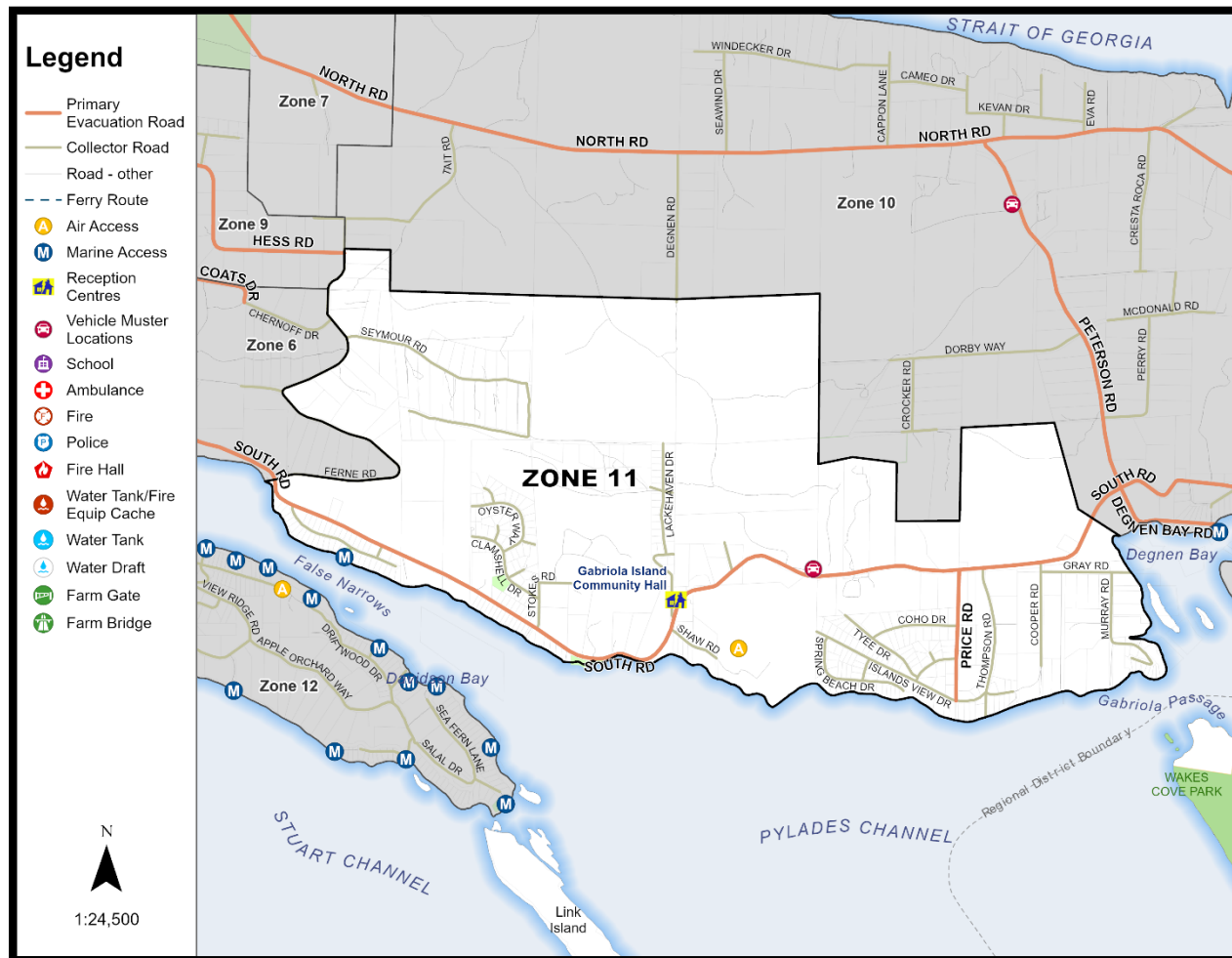
of Ferry Trips to Evacuate Zone (Anticipated)

3.75

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D.6 ZONE 11 – GABRIOLA SOUTH



PRIMARY USE

Zone 11 consists of mixed-use lands including a large residential population, as well as agricultural and commercial home-based businesses. This zone is one of the larger zones on the island and has forested areas, open agricultural areas, as well as a large section of shoreline facing southwest.

PRIMARY & SECONDARY ARTERIAL ROADS

The primary road in this zone includes South Road. This two-lane paved road is the direct connection with the rest of the island. Numerous secondary roadways in this zone connect residential areas with South Road and are a mix of paved two-lane roads and gravel style roads.



KEY CONSIDERATIONS

- Large livestock population requiring advanced notifications to support decision-making with respect to livestock.
- El Verano Boat launch may see increased activity due to movement between Mudge Island and Gabriola Island.
- Gabriola Island Community Hall Reception Centre. The facility also has a co-operative daycare and may have children present depending on the time of day and the time of year.
- Gabriola Fire Hall No. 2

MUSTER POINTS, INFRASTRUCTURE & EVACUATION DIRECTIONS

The information provided below is general guidance. Reception Centres and evacuation routes will be dictated based on the nature of the emergency. Always refer to official RDN sources of information for evacuation-related instructions.

Item	Description
Closest Muster Points	<ul style="list-style-type: none"> • Gabriola Fire Hall No. 2 • Gabriola Island Community Hall Reception Centre • Residents should be directed to alternative muster locations if other traffic management (i.e., bulk transportation) is being organized.
Critical Infrastructure	<ul style="list-style-type: none"> • Gabriola Island Community Hall Reception Centre • Gabriola Fire Hall No. 2 • Small aircraft landing strip • El Verano Boat Launch
Evacuation Direction	<ul style="list-style-type: none"> • Travel along secondary road network to South Road. Depending on the intended refuge/muster location, travel along South Road in the intended direction identified in communications. Follow traffic control personnel/signs.
Reception Centre	The closest reception centre for this location is the Gabriola Island Community Hall. Depending on the nature of evacuation activities, residents must be provided with ongoing travel instructions.

ESTIMATED TIME TO EVACUATE THIS ZONE IN HOURS:

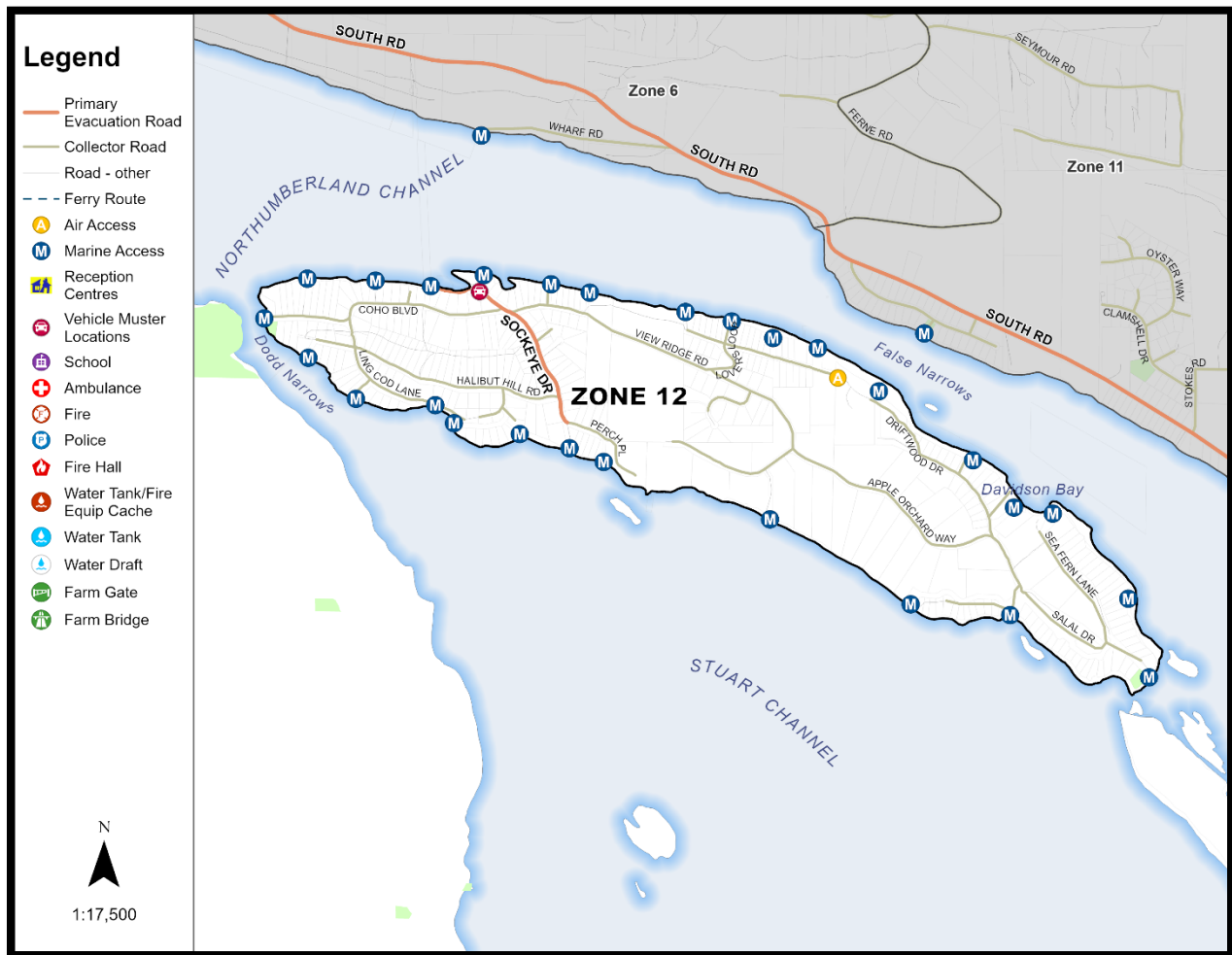
Criteria	Value
Estimated Population	676
Estimated Vehicles	307
Estimated Single Vehicle Travel Time Through Zone (Minutes)	6
Estimated Zone Evacuation Time (Minutes)	22
# of Ferry Trips to Evacuate Zone (Current)	1.75
# of Ferry Trips to Evacuate Zone (Anticipated)	3.5

All times are approximate and for planning purposes only. They do not include advance time required to develop and distribute information to the public. Evacuations are dynamic and times are influenced by



factors that may not be apparent during planning activities. The EOC should rely on the subject matter experts available during an evacuation for guidance.

D.7 ZONE 12 – MUDGE ISLAND



PRIMARY USE

Mudge Island is a Residential use Island that has a year-round population, and has a significant increase in summer and long-weekend population

PRIMARY & SECONDARY ARTERIAL ROADS

The road network on Mudge Island is primarily two-lane gravel roads. There is a very small number of vehicles on the island that are primarily used for transportation to and from various boat access points across the island. These roads are well maintained.

KEY CONSIDERATIONS



- Population fluctuates based on the time of year, specific population may be difficult to confirm;
- Residents may perform self-evacuation as a reaction to an emerging situation on the island prior to awareness of RDN. The RDN is connected to residents on the island via Mudge Island Citizens Society WhatsApp Group;
- Residents will self-evacuate to various locations – liaise with WhatsApp group to identify resources required from RDN.

MUSTER POINTS, INFRASTRUCTURE & EVACUATION DIRECTIONS

The information provided below is general guidance. Reception Centres and evacuation routes will be dictated based on the nature of the emergency. Always refer to official RDN sources of information for evacuation-related instructions.

Item	Description
Closest Muster Points	Moonshine Cove Marina Parking Lot
Critical Infrastructure	Moonshine Cove Marina
Evacuation Direction	Evacuation will likely occur via personal boats. Residents may have permanent moorings on Gabriola Island, in Nanaimo Harbour, or other private docks. The RDN requires close coordination with local stakeholders to identify the primary route for evacuation.
Reception Centre	The closest reception centre for this location is the Gabriola Island Community Hall. Depending on the nature of evacuation activities, residents may self-evacuate to Gabriola Island, Nanaimo Harbour or Cedar (Boat Harbour). Clear notification should be given as to the location of designated Reception Centres if residents are moving off-island.

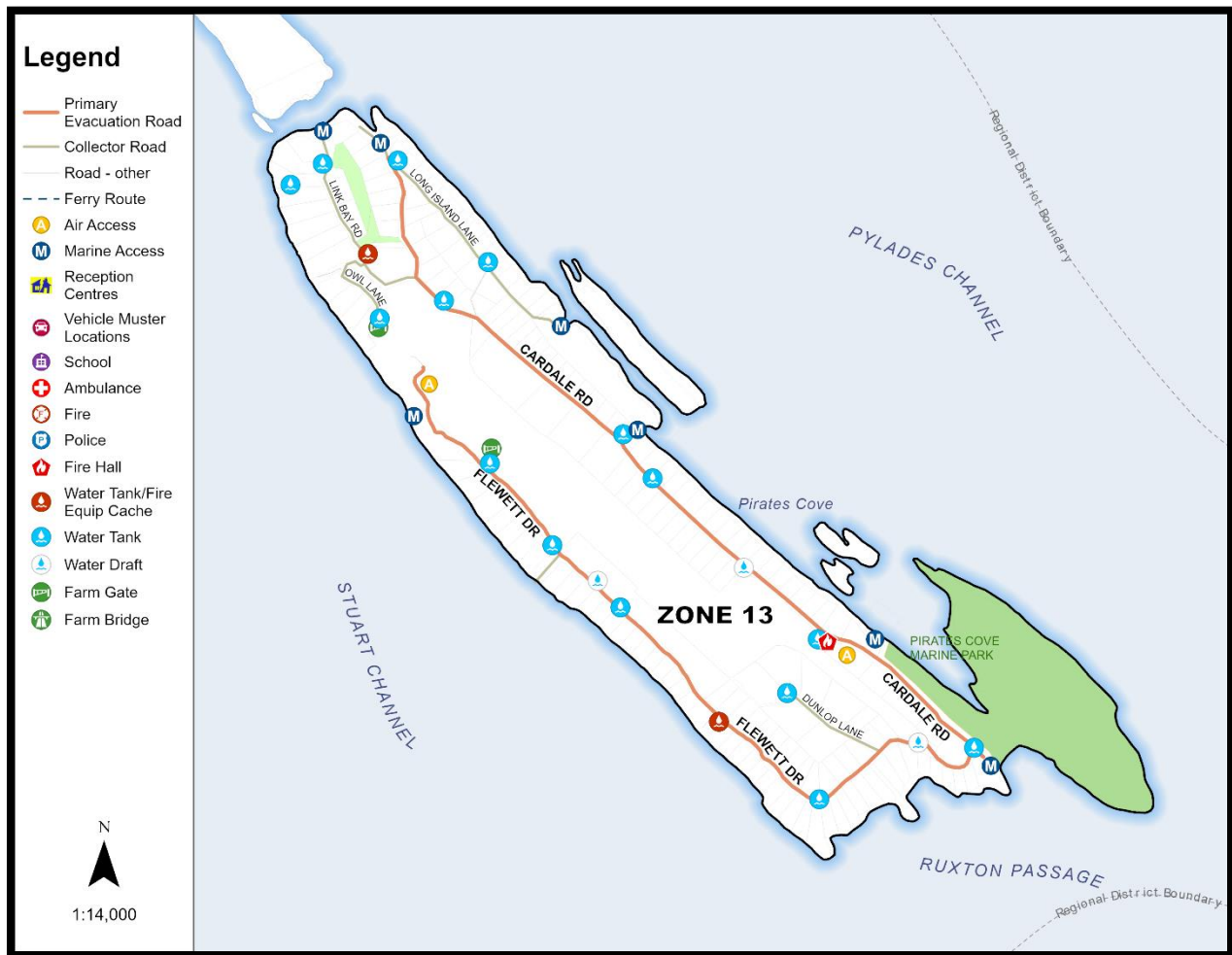
ESTIMATED TIME TO EVACUATE THIS ZONE IN HOURS:

Criteria	Value
Estimated Population	65
Estimated Vehicles	30
Estimated Single Vehicle Travel Time Through Zone (Minutes)	5
Estimated Zone Evacuation Time (Minutes)	N/A personal boats will be used
# of Ferry Trips to Evacuate Zone (Current)	0.25
# of Ferry Trips to Evacuate Zone (Anticipated)	0.5

All times are approximate and for planning purposes only. They do not include advance time required to develop and distribute information to the public. Evacuations are dynamic and times are influenced by factors that may not be apparent during planning activities. The EOC should rely on the subject matter experts available during an evacuation for guidance.



D.9 ZONE 13 - DECOURCY ISLAND



PRIMARY USE

DeCourcy Island is a Residential use Island that has a year-round population and has a significant increase in summer and long-weekend population. There is additionally a marine Provincial Park that is used by boaters and kayakers.

PRIMARY & SECONDARY ARTERIAL ROADS

The road network on DeCourcy Island is primarily one-lane gravel roads. There is a very small number of vehicles on the island that are primarily used for transportation to and from various boat access points across the island. These roads are well maintained.

KEY CONSIDERATIONS

- Population fluctuates based on the time of year, specific population may be difficult to confirm;
- Residents may perform self-evacuation as a reaction to an emerging situation on the island prior to awareness of RDN;
- Residents have Fire Caches and Cisterns across the island to support with fire response (identified in map above); and
- Residents will self-evacuate to various locations.

MUSTER POINTS, INFRASTRUCTURE & EVACUATION DIRECTIONS

The information provided below is general guidance. Reception Centres and evacuation routes will be dictated based on the nature of the emergency. Always refer to official RDN sources of information for evacuation-related instructions.

Item	Description
Closest Muster Points	<ul style="list-style-type: none"> • Pirates Cove Marina • Community Fire Hall • Community Farm
Critical Infrastructure	<ul style="list-style-type: none"> • Pirates Cove Marina • Community Fire Hall
Evacuation Direction	Evacuation will likely occur via personal boats. Residents may have permanent moorings on Gabriola Island, in Nanaimo Harbour, or other private docks. The RDN requires close coordination with local stakeholders to identify the primary route for evacuation.
Reception Centre	The closest reception centre for this location is the Gabriola Island Community Hall, accessed via Degnen Bay Government Wharf. Depending on the nature of evacuation activities, residents may self-evacuate to Gabriola Island, Nanaimo Harbour or Cedar (Boat Harbour). Clear notification should be given as to the location of designated Reception Centres if residents are moving off-island.

ESTIMATED TIME TO EVACUATE THIS ZONE IN HOURS:

Criteria	Value
Estimated Population	25
Estimated Vehicles	11
Estimated Single Vehicle Travel Time Through Zone (Minutes)	5
Estimated Zone Evacuation Time (Minutes)	N /A Personal Boats will be used
# of Ferry Trips to Evacuate Zone (Current)	0.25
# of Ferry Trips to Evacuate Zone (Anticipated)	0.25



All times are approximate and for planning purposes only. They do not include advance time required to develop and distribute information to the public. Evacuations are dynamic and times are influenced by factors that may not be apparent during planning activities. The EOC should rely on the subject matter experts available during an evacuation for guidance.

ANNEX E. MUSTER LOCATIONS

E.1 TAYLOR BAY FERRY QUEUE

Name: Taylor Bay Ferry Queue

Location: Gabriola Island

Coordinates: 49.176727, -
123.855289

Primary Use: Personal Vehicle
Staging

**Single vehicle travel time to
Gabriola Ferry:** 1 minute

Description: This is the primary
vehicle queue for the Ferry. Parking
is located on the southbound
shoulder of Taylor Bay Road and has
room for 2 full ferry loads (approx.
140 vehicles) depending on the size
and type of vehicles in the queue
(e.g. transports, passenger cars,
busses).



E.2 GABRIOLA GOLF COURSE

Name: Gabriola Golf Course

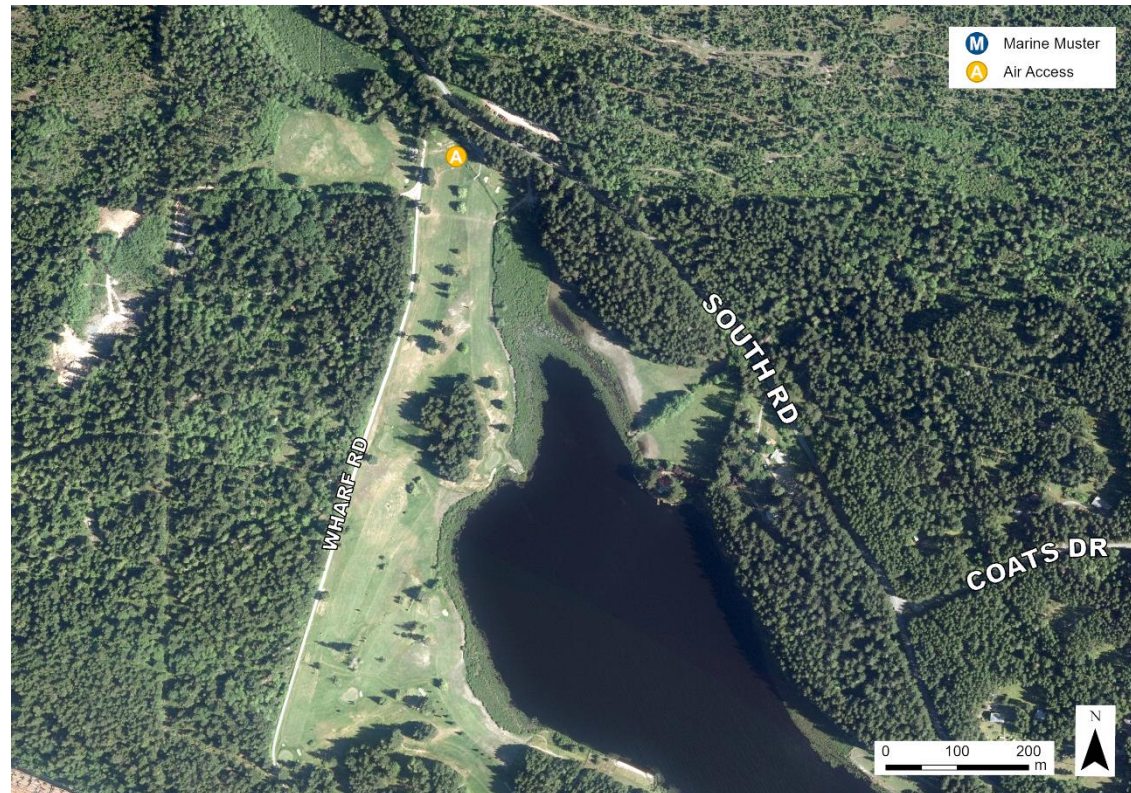
Location: 825 South Rd. Gabriola

Coordinates: 49.158129, -123.832493

Primary Use: Personal Vehicle Staging

Single vehicle travel time to Gabriola Ferry: 6 Minutes

Description: The Gabriola Golf Course has a capacity to support a large vehicle staging operation. There is a gated road to the east of the golf course that provides direct access to the grounds. Traffic control and coordination with business owners is critical when considering this location for staging activities.



E.4 GABRIOLA FIRE HALL NO. 2

Name: Gabriola Fire Hall No. 2

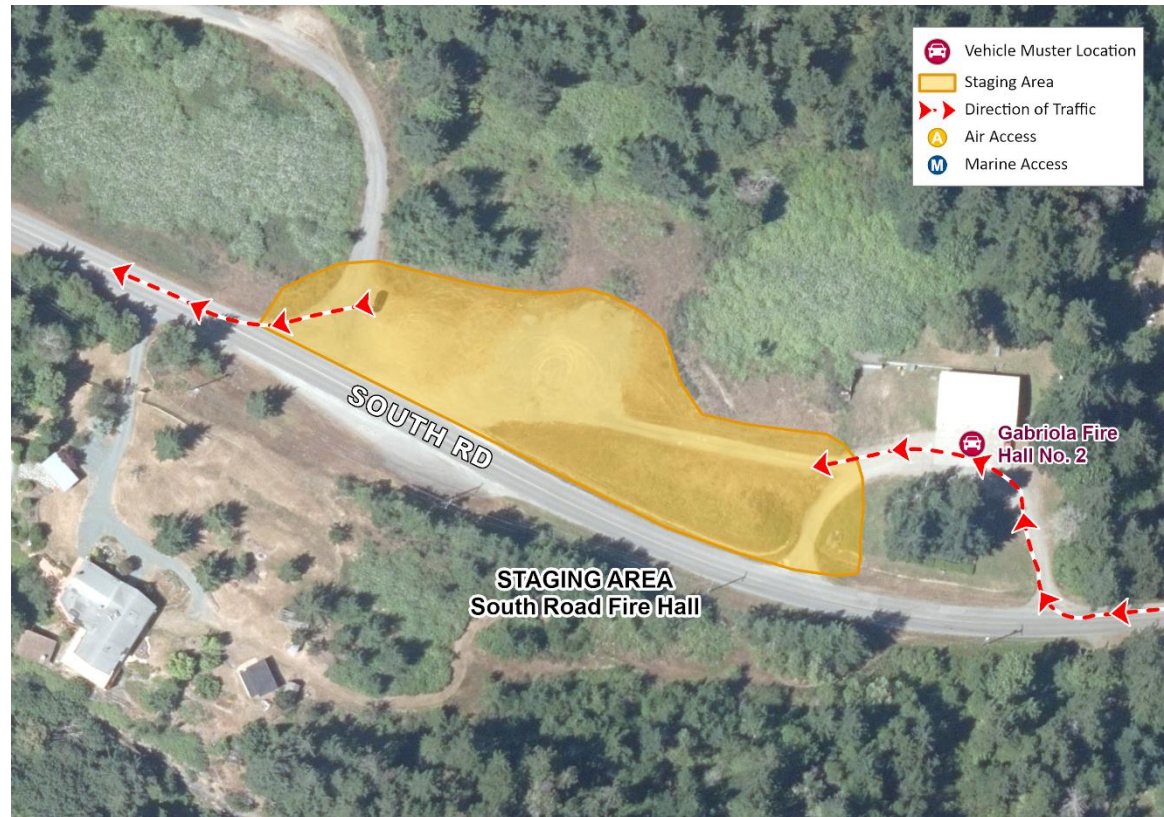
Location: Gabriola Island

Coordinates: 49.134804, -123.744183

Primary Use: Personal Vehicle Staging

Single vehicle travel time to Gabriola Ferry: 13 minutes

Description: Fire Hall No. 2 located on the south end of Gabriola Island has a large vacant gravel lot located beside the hall. This facility can be an excellent staging location for vehicle traffic. If evacuating residents in personal vehicles, this facility can be used to organize full ferry loads and encourage carpooling. It can also be a parking location for vehicles if staff are on-site to guide residents in parking in appropriate locations. Vehicles/busses can be escorted north along South Road to the Gabriola Island Ferry Terminal.



E.5 FOLKLIFE VILLAGE

Name: FolkLife Village

Location: 575 N. Road, Gabriola Island

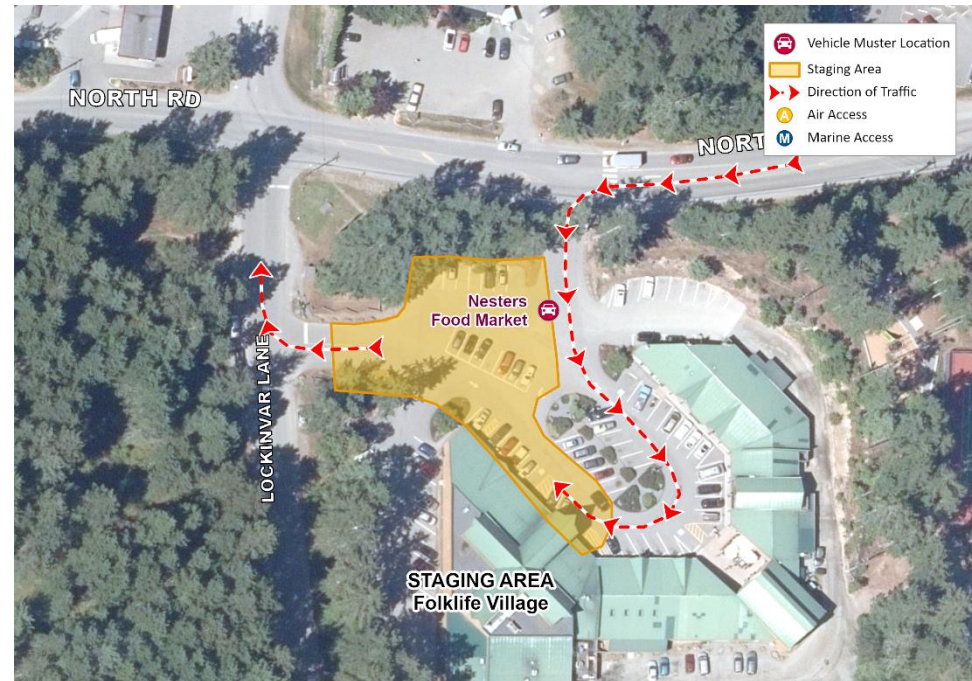
Coordinates: 49.173673, -123.845147

Primary Use: Personal Vehicle Staging

Single vehicle travel time to Gabriola Ferry: 2-3 minutes

Description: located in the downtown core of Gabriola can be used as a staging location for up to one ferry load worth of vehicles or a parking location. Carpooling can also be organized in this location during smaller-scale evacuation activities. Vehicles can be escorted west along North Road to the ferry terminal.

Traffic control is critical in this location as some traffic patterns may require modification from marked direction of travel. Based on the traffic flow requirements, control points should be set up accordingly.



E.6 PRIVATE LAND – NORTH ISLAND

Name: Private Land – North Island

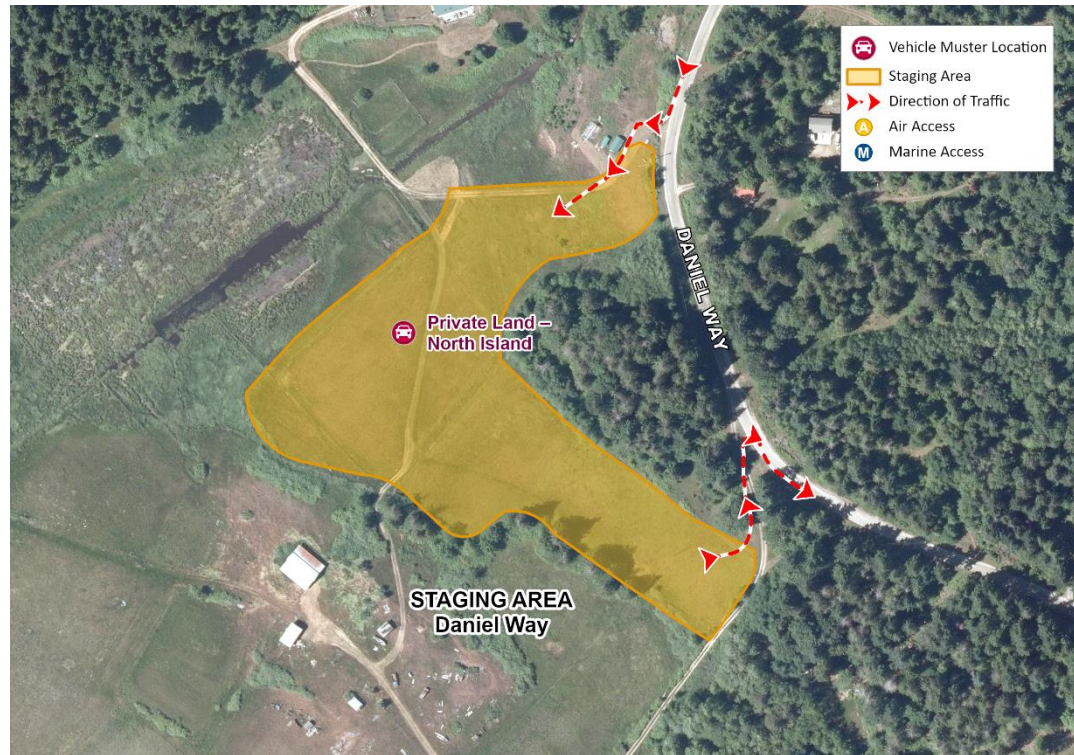
Location: Gabriola Island

Coordinates: 49.187576, -123.832637

Primary Use: Personal Vehicle Staging /
Vehicle Parking / Muster Location for Busses
Single vehicle travel time to Gabriola Ferry:
8 minutes

Description: There is a large open field area located on private land in the north portion of the island. Pending formal agreements with the landowner or an emergency declaration, this can be an excellent staging area and/or parking area for hundreds of vehicles. Carpooling can easily be organized here as well as group transportation via bus to the ferry terminal. This would be an effective option for managing vehicles on the Island if an agreement can be reached with the landowner or if a SOLE has been declared.

Each of these locations has gates available for ingress/egress. Traffic control will be critical at these locations should mass-parking be required.



E.7 PRIVATE LAND – SOUTH ISLAND

Name: Private Land – South Island

Location: Gabriola Island

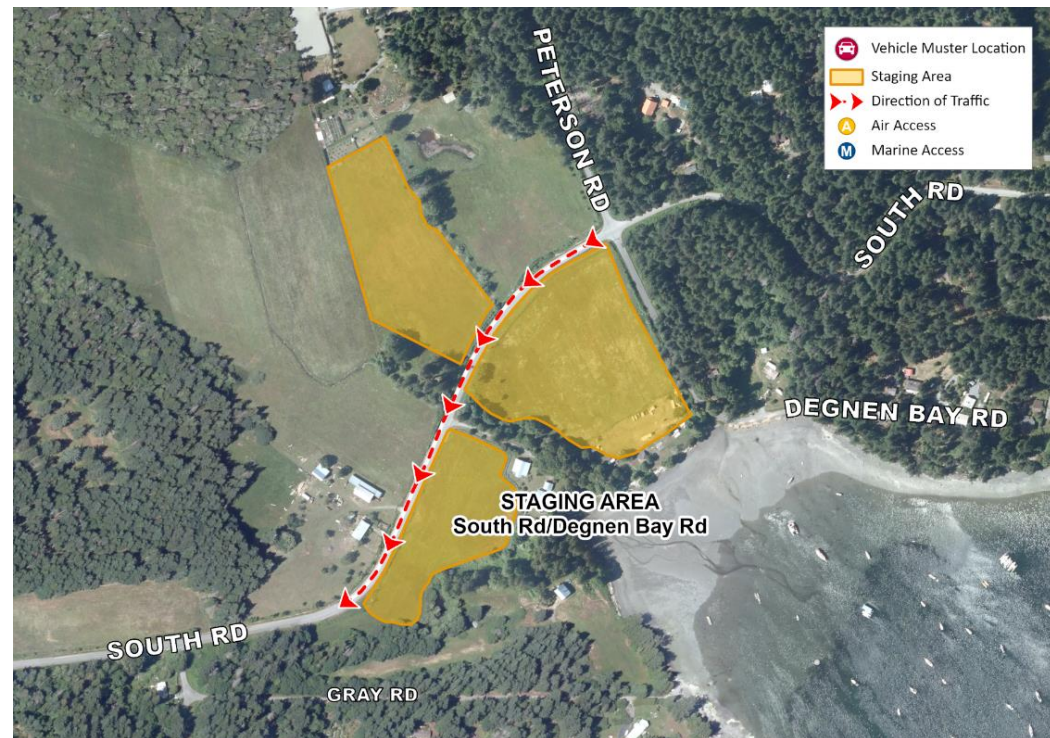
Coordinates: 49.153296, -123.729136

Primary Use: Personal Vehicle Staging / Vehicle Parking / Muster location for busses

Single vehicle travel time to Gabriola Ferry:
15 minutes

Description: There is a large open field area located on private land in the Southeast portion of the island on both sides of South Road at the Degnen Bay Road, Peterson Road intersection. Pending formal agreements with the landowner or an emergency declaration, this can be an excellent staging area and/or parking area for a significant number of vehicles. Carpooling can easily be organized here as well as group transportation via bus to the ferry terminal.

Each of these locations has gates available for ingress/egress. Traffic control will be critical at these locations should mass-parking be required.



E.8 DECOURCY FIRE HALL / PIRATES COVE MARINA

Name: DeCourcy Fire Hall

Location: DeCourcy Island

Coordinates: 49.097147, -123.734306

Primary Use: Personal Vehicle Staging

Single vehicle travel time to Gabriola Ferry: N/A

Description: While vehicle traffic on DeCourcy Island will be limited, there is ample space located at the primary marina / docks. The parking here can also spill over into the event space located next to the Fire Hall (labelled with yellow A). From here, crews can manage the evacuation of residents from the Marina via boat to the receiving port identified by the EOC.



E.9 MUDGE ISLAND – MOONSHINE COVE

Name: Moonshine Cove

Location: Mudge Island

Coordinates: 49.137261, -123.807331

Primary Use: Personal Vehicle Staging

Single vehicle travel time to Gabriola Ferry:

N/A

Description: Mudge Island will not have significant vehicle traffic associated with an evacuation. While residents may rely on vehicles to transport them to their dock or moorage, ample parking is available on the shoulders of most roadways leading to the primary dock location. Sockeye drive is wide enough to allow shoulder parking, and residents with direct access to their boats via properties will not need cars or trucks.



ANNEX F. EVACUATION ORDER TEMPLATES

The following evacuation order templates have been included here for quick reference. For additional support templates please reference the RDN Evacuation Operational Guide.

- Evacuation Alert
- Evacuation Order
- Evacuation Rescind

EVACUATION ALERT

[DESCRIPTOR OF AREA]

[DATE (mm/dd/yyyy) AND TIME (24-hr clock)]

An Evacuation Alert has been issued by [Local Authority/First Nation] at the Emergency Operation Center (EOC)

[Briefly describe event and potential risk]

Because of the potential danger to life and health, the [Local Authority/First Nation] has issued an **Evacuation Alert** for the following areas:

[Geographic description including boundaries and properties potentially impacted]

An Evacuation Alert has been issued to prepare you to evacuate your premises or property should it be found necessary. Residents will be given as much advance notice as possible prior to evacuation; however, you may receive limited notice due to changing conditions.

[Provide map or description of potential evacuation route and map of evacuation alert area]

WHAT YOU SHOULD DO:

- Locate all family members and designate a meeting area outside of the evacuation area, should an Evacuation Order be called while separated.
- Pack essential items such as government-issued ID, medications, eyeglasses, valuable papers (e.g. insurance, credit, and mortgage information), immediate care needs for dependents and, if time and space permits, keepsakes for quick departure.
- Prepare to move disabled persons, children and/or neighbours, if assistance is needed.
- Prepare to take pets with you and move livestock to a safe area (if possible).
- Arrange transportation for all your household members. Fill the gas tanks of personal vehicles. If transportation assistance is needed, call [contact number].
- Arrange accommodations for all members of the residence, if possible.
- Wait for an Evacuation Order to be issued before evacuating. Monitor [news/radio/online source] for information on evacuation orders and location of Reception Centers.

Further information will be issued at [date/time/meeting location], or visit [website/social media page] for more information.

[Signature of Board/Chair or designate, Mayor or Designate, Chief or Designate]

[Name of Local Authority/First Nation]



EVACUATION ORDER

[DESCRIPTOR OF AREA]

[DATE (mm/dd/yyyy) AND TIME (24-hr clock)]

Pursuant to [Section 12 (1) of the *BC Emergency Program Act* / Band Council] an **Evacuation Order** has been issued by [Local Authority/First Nation] due to immediate danger to life safety caused by: [briefly describe event].

Members of the [local police department and other agencies] and other applicable agencies will be expediting this action.

The Evacuation Order is in effect for the following areas:

[Geographic description including boundaries and properties impacted. Include map of evacuation area and evacuation route]

YOU MUST LEAVE THE AREA IMMEDIATELY

WHAT YOU SHOULD DO:

- Follow the travel route provided and register at: [ESS Reception Center address and name of facility].
- If you need transportation assistance from the area, advise the person providing this notice or call [contact number].
- Shut off all gas and electrical appliances, other than refrigerators and freezers/
- Close all windows and doors.
- Close gates (latch) but do not lock.
- Gather your family and, if you have room, take a neighbour or someone needing transportation. Do not use more vehicles than you have to.
- Take critical items (medicine, purse, wallet, and keys) only if they are immediately available.
- Take pets in pet kennels or on leash.
- Do not use the telephone unless you need emergency service.

Further information will be issued at [date/time/meeting location], or visit [website/social media page] for more information.

[Signature of Board/Chair or designate, Mayor or Designate, Chief or Designate]

[Name of Local Authority/First Nation]



EVACUATION RESCIND

[DESCRIPTOR OF AREA]

[DATE (mm/dd/yyyy) AND TIME (24-hr clock)]

The Evacuation Order, pursuant to [Section 12 (1) of the *BC Emergency Program Act* / Band Council] issued at [date/time] to the area(s) [geographic location] has been rescinded.

[Indicate if an Evacuation Alert remains in effect]

An Evacuation Order may be reissued; however, if that is deemed necessary, the Evacuation Order process will re-commence.

WHAT YOU SHOULD DO:

- Fill the gas tank of personal vehicles.
- Bring a minimum of three days of food and essential supplies (e.g. medications, pet supplies) with you as local grocery stores may not yet have adequate stock.
- If your animals or livestock have been relocated, call [contact number] to coordinate their safe return.

Further information contact: [Local Authority/First Nation contact number].

[Signature of Board/Chair or designate, Mayor or Designate, Chief or Designate]

[Name of Local Authority/First Nation]