

# Evacuation Plan For Tuwanek

District of Sechelt



**Prepared by:**

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## 2. INTRODUCTION

### 2.1 Purpose

The purpose of this document is to provide detailed planning data for the District of Sechelt emergency program in the event of an evacuation within the community of Tuwanek (Figure 1). This plan specifies agency roles and responsibilities and includes planning considerations for moving at risk populations away from a hazardous environment within Tuwanek.

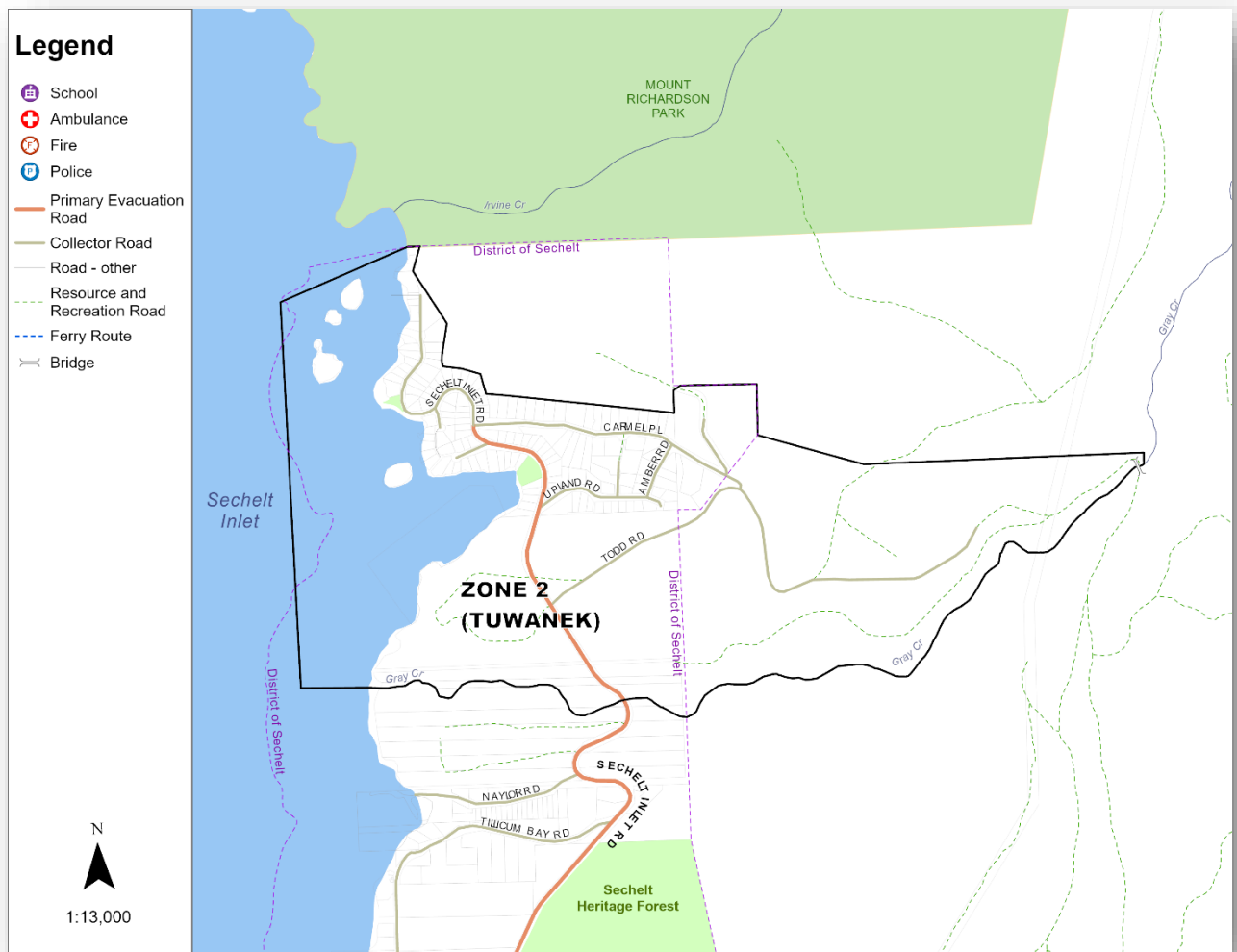


Figure 1: Tuwanek District Map

## 2.2 Scope

This document is to be used in conjunction with existing community emergency plans. An evacuation of this community would likely bring an immediate influx of population to the District of Sechelt. This plan details the resources and routes available to emergency planners and provides hazard-specific considerations which are unique to Tuwanek.

This document does not provide detail regarding the structure of community emergency program(s), Incident Command System (ICS) structures, or Emergency Operations Centre (EOC) operational planning processes. Rather, it provides information to EOC staff such as identifying specific evacuation routes, vehicle staging locations, and other considerations that should be used as part of an evacuation. It also highlights the relationship between Tuwanek, District of Sechelt and the nearby shíshálh Nation, who will work with the SCRD and will be represented in the Regional EOC as well as possibly having their own EOC set up. The shíshálh Nation have resources to support an evacuation of Tuwanek at their discretion and are an integral component of the SCRD.

## 2.3 Continuous Improvement

This document has been developed with continuous improvement in mind. A revision tracking table has been included on Page i of this document to track ongoing reviews and updates to critical information within the document. At a minimum, emergency program staff should conduct a review following every activation requiring use of this plan as well as an annual 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.

## 2.4 Community and Stakeholder Engagement

To inform key considerations and confirm roles and responsibilities, the plan was developed utilizing information from written response or interviews with stakeholders representing organizations across the SCRD including community stakeholders in Tuwanek, Town of Gibsons, District of Sechelt and the Egmont area. As part of the continual improvement process for this document, community input on a recurring basis may be desired. The full list of participating organizations are listed in Annex H.

### 3. COMMUNITY PROFILES

Tuwanek population and permanent residency has anecdotally fluctuated since 2020 due to the Covid 19 Pandemic. Recreational properties once rented were permanently occupied and a healthy Air BNB community now exists, alongside a more stable resident population. As a result of the lack of public transport the population is described by local first responders as self-reliant and resourceful to transportation. Tuwanek is a small coastal community with most residences near each other.

#### 3.1 Hazard Identification

The evacuation route plan is all-hazard, meaning that it can be used by EOC staff for planning purposes regardless of the cause of the evacuation. Despite the all-hazard nature of the document, consideration was given to the hazard landscape of Tuwanek. This included a review of existing hazard risk and vulnerability assessments, and the subject matter expertise of agencies interviewed during the development of this plan.

Table 1 indicates the hazards identified that have the potential to require a full or partial evacuation of Tuwanek. It is based on a collection of hazard risk assessments contained in the Hazard Risk and Vulnerability Analysis for the District Municipality of Sechelt (2005).

**Table 1: Primary hazards that may cause evacuations for the community of Tuwanek**

| Event                            | Probable Onset (no notice, limited to advance notice) | Comments  |
|----------------------------------|---|---|
| Earthquake                       | No notice   | Hazard anticipated to cause localized evacuation, due to infrastructure damage. Major transportation routes may be affected including Sechelt Inlet Road and Hwy 101. Although residents are expected to shelter in place, there may be a requirement for localized evacuations for life safety purposes. |
| Wildland/Urban Interface Fire    | Limited to advance notice                             | Hazard likely to cause localized evacuation. Limited egress routes in this rural community may impact evacuation route options.   |
| Localized Flooding of Grey Creek | Limited to advance notice                             | Situated along Sechelt Inlet Road, just north of Naylor Road, Grey Creek  |



| Event                                 | Probable Onset (no notice, limited to advance notice) | Comments  |
|---------------------------------------|---|---|
|                                       |   | <p>Bridge crosses Grey Creek. If the two-lane bridge is breached the road in and out of Tuwanek is compromised. The Creek also runs through the higher elevation Grey Creek Forest Service Road which is the alternative driving route. Sechelt Fire Department have stated that they would not be able to access Tuwanek with their larger vehicles along the Forest Service Road.</p> |
| <p>Landslides and Land Subsidence</p> | <p>Limited to advance notice</p>                      | <p>This hazard caused by the loose formation of water combined with the land make up of sand and rock can cause an instability where areas have been mined or tree roots have been disturbed. There is a probability of landslide activity and erosion caused by the susceptible landscape resulting in localized evacuations.</p>  |
| <p>Aircraft Crashes</p>               | <p>No notice</p>                                      | <p>Sechelt airfield and float planes operating from the nearby float plane terminal, increases likelihood of aviation crashes resulting in fire and aviation fuel contamination of the water supply. Localized evacuations are possible.</p>  |
| <p>Failure of Chapman Bridge</p>      | <p>Limited to advance notice</p>                      | <p>Chapman Creek Bridge is the only means for vehicles to enter and exit the District of Sechelt from the Town of Gibsons. If the bridge fails communities to the north will be isolated. Although this may not be viewed as a direct hazard it may be a concern to the supplies and resources entering Tuwanek and services that can be <u>accessed</u>.</p>                           |

## 4. EVACUATION PROCEDURE- TUWANEK

### PRIMARY USE

Tuwanek has a combination of residential and recreational homes. The community is primarily residential with some small businesses. This community is not serviced by public transit and relies upon private transportation for egress and access. The main road utilized is the Sechelt Inlet Road which routes from Tuwanek through Sandy Hook into Sechelt. The Grey Creek Forest Road is the alternative route out at higher elevation, it is gravel surfaced and prone to winter conditions. It winds through the creek back onto Dusty Road, then Sechelt Inlet Road.



Figure 2: Tuwanek Primary Roads Map

### PRIMARY & SECONDARY ARTERIAL ROADS

Sechelt Inlet Road  
Grey Creek Forest Road

### KEY CONSIDERATIONS

Sechelt Inlet Road and Grey Creek Forest Road are the two critical evacuation routes for the community of Tuwanek by road. Most of the community have access to personal transportation

and will be able to drive out of the area given advanced warning, there is no public transportation other than the school bus that attends the community. Both roads are susceptible to closure at the same time. This community experiences seasonal fluctuations in population due to tourism. There are also 4 homes in the Tranquility Bay area that are marine accessible only. While the properties are leased from the province, they will need to be included in any evacuation notice.

**Forest Service Roads:** This zone can be accessed by Grey Creek and Sechelt Inlet Forest Service Roads. If evacuating via these roads is considered, coordination is needed with the Ministry of Forests, Lands, Natural Resource Operations and Rural Development to ensure that the operator leasing the land is aware and that the gates often present on these roads are open and that safe egress can be secured. Additionally, it should be noted that during the winter months Grey Creek Forest Road may be less desirable for a standard family vehicle without winter tires. Therefore, a vehicle muster area is considered for carpool purposes if this is the utilized route.

**Marine Egress:** If both roads are unusable a marine evacuation may be required. See muster points below for further information related to mustering for marine egress.

**MUSTER POINTS, INFRASTRUCTURE & EVACUATION DIRECTIONS**

It is likely the community will have access to their vehicles and will be self-sufficient in ensuring their neighbours are able to evacuate.

Tuwanek Beach (The Spit) has been identified as a suitable point for muster to anyone requiring assistance in the event of a marine evacuation. It is also a well-known community area that would be suitable for anyone requiring assistance should a carpool be required for transportation out along Sechelt Inlet Road and close enough to be utilized as well for Grey Creek Forest Road. Islets Place cul-de-sac (at the hotel) would be a suitable place for parking needs.

**Table 2 Muster Points, Critical Infrastructure, Evacuation Direction & Reception Centre**

| Item                            | Description   |
|---------------------------------|---|
| <b>Muster Points</b>            | <ul style="list-style-type: none"> <li>Tuwanek Beach (The Spit)</li> </ul>                      |
| <b>Critical Infrastructure</b>  | <ul style="list-style-type: none"> <li>Sechelt Inlet Road</li> </ul>                            |
| <b>Evacuation Direction</b>     | Sechelt Inlet, south towards Sechelt, alternatively north towards Egmont dependent upon hazard. |
| <b>Closest Reception Centre</b> | The closest reception centre to this area is the Tuwanek Hotel 7545 Islets Place, Sechelt.      |

**ESTIMATED TIME TO EVACUATE:**

**Table 3 Estimated Time to Evacuate**

| Estimated Population | Estimated Single Vehicle Travel Time in Minutes | Estimated Evacuation Time in Minutes |
|----------------------|---|--------------------------------------|
| 121                  | 16.2  | 28.7                                 |

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.

#### 4.1 Muster Locations

### TUWANEK BEACH EVACUATION AREA.

**Table 4 Tuwanek Muster Points**

|   |  |
|---|--|
| <p><b>Name:</b> Tuwanek Beach (The Spit)</p> <p><b>Location:</b> Tuwanek</p> <p><b>Coordinates:</b> 49.54593, -123.76403</p> <p><b>Primary Use:</b> Day Beach</p>   |  |
| <p><b>Description:</b> This is the primary location for a Marine Evacuation. A large, small pebble beach with access at high or low tide, accessible to flat bottom vessels, location suggested by SAR. Parking for vehicles will be along one edge of adjacent roads and on adjoining properties as necessary and the site can be utilized for carpooling muster location if required.</p> |  |

## **5. AUTHORITIES AND LEGISLATION**

### **5.1 Overview**

Within the Province of BC, there is 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.

While local authorities are responsible for managing evacuations of their communities, there are multiple levels of government, non-governmental organizations (NGOs), and agencies ready to support through all stages of an evacuation. Annex D Legislated Authorities provides a synopsis of the various legislation that prescribes authority for initiating and executing evacuation activities.

## **6. ROLES & RESPONSIBILITIES**

The following section briefly outlines the roles and responsibilities of local and regional stakeholders who may contribute to an effective evacuation. The numerous provincial, federal, and large NGOs who may also support evacuation activities are listed in Annex F Provincial, Federal, and NGO Roles & Responsibilities.

### **6.1 Local / Regional Stakeholders**

#### **6.1.1 Local authority(s)**

The local authority is consulted when emergency response organizations deem an evacuation is recommended. The Emergency Program Act allows the local authority to declare a state of local emergency. The local authority is then responsible for public communications, facilitating the movement of people, setting up and running reception / lodging for evacuees, and coordinating with external stakeholders and neighbouring jurisdictions. The SCRD is authorized under Sunshine Coast Regional District Emergency Measures Plan and Administration Bylaw No.564, 2005. Gibsons, Sechelt and the Sechelt Indian Government District are part of one Emergency Response Program (SCEP) managed by The Sunshine Coast Regional District.

#### **6.1.2 Sunshine Coast Regional District**

During an emergency response that may require an evacuation, numerous key departments, and agencies from the SCRD may be required to support both the EOC and the Incident Command (IC) site(s). The SCRD establishes the roles each department or agency may hold during an emergency response within the SCRD. The SCRD headquarters and EOC is located at 1975 Field Road, Sechelt, Sunshine Coast. Due to the unique relationship between the SCRD, Sechelt Fire Department, shíshálh Nation and other mutual aid agreements, it is important that the EOC coordinates roles, expectations, and responsibilities.

#### **6.1.3 Town of Sechelt**

During an emergency response that may require an evacuation, numerous key departments, and agencies from Sechelt may be active in the evacuation activity. Resources may also be required to support both the EOC, the Incident Command (IC), and Emergency Support Services (ESS) site(s). The Sunshine Coast Regional District through The Sunshine Coast Emergency Program (SCEP) establishes the roles each department or agency may hold during an emergency response, although during complex operations the EOC should coordinate with the appropriate managers to ensure all resources are appropriately identified and utilized.



### 6.1.4 shíshálh Nation

shíshálh Nation has community resources that include buildings, transportation assets, and emergency supplies and could be of assistance to the community of Tuwanek if their resources were not required for their own community purpose.

### 6.1.5 Fire Departments

The Sunshine Coast is protected by four fire departments that fall within the SCRD, these are the Gibsons and District Volunteer Fire Department, Roberts Creek Volunteer Fire Department, Halfmoon Bay Volunteer Fire Department and the Egmont and District Volunteer Fire Department.

There are also two independent fire departments which are the Sechelt Fire Department and Pender Harbour Volunteer Fire Department. Fire Departments will have a key role to play in supporting evacuations, but the capability will fluctuate due to resources and staffing levels.

Tuwanek is provided fire protection by the Sechelt Fire Department which has mutual aid and assistance agreements with the other local fire departments. They are quite unique as they are self-governing, providing to two forms of government and in addition have agreements with the SCRD and Ministry of Forests (Province of BC).

The responsibilities defined from Sechelt Fire Department (through interview)

- Act as lead agency if a fire occurs within their Fire Protection Area
- Assist initially with traffic direction in the evacuation of people
- Provide fire suppression and fire control
- Provide specialized services as trained in cooperation with other departments and agencies
- Implement mutual aid agreements as necessary
- Work with B.C. Wildfire Service (Sechelt Fire Base) who are based at 4448 Hill Top Road, Sechelt

### 6.1.6 Royal Canadian Mounted Police

The Royal Canadian Mounted Police (RCMP) Sunshine Coast Detachment is located in the District of Sechelt, with community policing offices in the Town of Gibsons and Pender Harbour.

The RCMP will have a key role to play in supporting evacuations. The responsibilities defined within the evacuation which may include:

- Initial lead agency for major motor vehicle accidents, aircraft incidents and terrorism (handed over to MoTI in an evacuation once routes are established)

- Direct and assist in the evacuation of people
- Provide warning and alerting services; not the sole provider
- Enforce emergency restrictions and regulations
- Control traffic and routes to facilitate the movement of emergency response vehicles
- Control and, if necessary, disperse crowds within the affected area
- Ensure the protection of lives, public and private property
- coordinate use of auxiliary and / or special police (Citizens on Patrol (COPS))

### **6.1.7 Search And Rescue (SAR)**

SAR has approximately 30 volunteers. They have a command vehicle containing an office (radios, computers, printer). They have an internal ICS chain of command but will report to the EOC Operations in an emergency. Sunshine Coast SAR traditionally has been involved in SCRD evacuation notices for the Sunshine Coast. Historically SAR has been activated to assist in an evacuation by calling the fire desk at EComm911. The EOC can request SAR resources through the PREOC if required.

## 7. EVACUATION MANAGEMENT

### 7.1 Shelter-in-Place

When exposed to a hazard, sheltering-in-place should be considered the preferred course of action and local authorities should consult with technical advisors to develop an informed decision regarding whether this option is safe for the community. If it is determined to be unsafe, then appropriate Evacuation Alerts and / or Orders should be initiated.

Implementing shelter-in-place protocols can reduce costs, reduce the impacts of evacuations on the public, and may improve response effectiveness and expedite community recovery.

Sheltering-in-place recommendations are generally issued in response to hazards such as chemical, biological, or radiological contaminants, police incidents or disturbances, or severe weather events. These protective measures are dependent upon residents being able to stay in the structure they are in at the time of the threat, provided that the structure offers a reasonable level of protection from the threat.

The BC Evacuation Operational Guide provides the following guidance on what shelter in place entails (Figure 2). This should be communicated to residents as part of a broader public education campaign specific to the expected rollout of evacuations.



| Shelter-in-place:  |  |
|--|--|
| IS:   | IS NOT:   |
| <ul style="list-style-type: none"> <li>directing individuals to: stay within the building they are currently in or to immediately find refuge in the closest safe building; select a small, interior room with few or no windows; and take refuge there until the threat has passed</li> <li>an official recommended protective measure from the authority having jurisdiction, when determined to be the safest course of action</li> </ul> | <ul style="list-style-type: none"> <li>directing individuals to a particular shelter</li> <li>to be confused with a community deciding not to evacuate after receiving a recommendation to evacuate from the hazard Incident Commander</li> <li>to be confused with an individual deciding not to evacuate after an Evacuation Order has been issued and direction has been given to leave the area</li> </ul> |

Figure 2: BC Evacuation Operational Guide Shelter in Place Guidance

## 7.2 Shelter-in-Community

There may be times when some residents may temporarily require additional support to safely endure the event, or the isolation caused by an event. This is referred to as shelter-in-community. Examples of supports may include warming, cooling, or cleaner air centres. Generally, shelter-in-community decisions should be made following consultation with Health Emergency Management British Columbia (HEMBC). Consultation with EMCR prior to shelter-in-community actions is also recommended to clarify reimbursement options.

Cost recovery is sometimes possible during these types of events. Open dialogue and Expense Authorization Forms with EMCR should be established early in any incident requiring this type of evacuation to ensure that services being provided to residents meet criteria for reimbursement by the Province.

With the possibility that Tuwanek may become isolated from other communities, shelter-in-community is a realistic prospect and the assistance to the community via the established evacuation routing will be an asset to ensure essential community supplies and essential support to those in need are achieved.

## 7.3 Types of Evacuation

There are two types of evacuations: tactical and strategic.

A **tactical** evacuation is performed when there is a direct threat to the life safety of responders or the public. Evacuation documentation is not necessary prior to a tactical evacuation. It is imperative that life safety takes precedence and is performed at the 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 SoLE is **not** required for a tactical evacuation, it is recommended to contact EMCR 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 7.4.

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 who may have relevant information for the local authority to consider.

## 7.4 Alerts, Orders, and Rescinds

There are three different types of evacuation documentation. See Annex E Evacuation Management Flow Chart for an Evacuation Management flow chart regarding the use of these documents. See Annex G Evacuation Order Templates for templates for each type 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.

A SoLE is not required for an Evacuation Alert.

**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 Emergency Support Services (ESS) Reception Centres.

**\*\*Reminder – A SoLE must precede an Evacuation Order\*\***

**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 for the new area; or
2. An amendment can be issued to the existing Evacuation Order clearly defining the changes.

## 7.5 Notification

Issuing Evacuation Alerts, Orders, and Rescinds should adhere to the following procedures:

### 7.5.1 Issuing an Evacuation Alert:

1. The EOC in consultation with the IC and available hazard-specific SMEs including Traditional Indigenous Knowledge Keepers and technical specialists, decides an Evacuation Alert is required
2. Notify the policy group and first responder agencies
3. If the hazard may impact the urban Indigenous population, consider consultation with First Nations Health Authority (FNHA) and Indigenous Services Canada (ISC)
4. Request assistance to perform Evacuation Alert notifications (e.g., from first responders or other identified groups such as Sunshine Coast Search and Rescue (SAR))
5. Based on advice, map the geographic boundaries of the Alert. Identify the Alert area using civic addresses, street names, or any combination that works
6. Complete an Evacuation Alert Template and include:
  - The issuing authority (e.g., SCRD or relevant local authority)
  - The reason for the Alert with a description of the hazard
  - The areas under Alert with as much detail as possible, including a map of the Alert area
  - A general listing of important personal supplies that should be prepared for the potential evacuation (e.g., identification, medication, insurance papers, warm clothing, specialty medical equipment, eyeglasses, hearing aids, prostheses, work clothes). Pets are also a high priority to many residents and direction should be provided in this regard
  - Where to get additional information
7. Notify the impacted area of the Alert (e.g., through social and traditional media, door-to-door, Emergency Notification System, etc.)
8. Email a copy of the Alert to the EMCR Provincial Regional Emergency Operations Centre (PREOC)
9. Once the Alert is in place, consider providing information regarding vulnerable populations and recommending livestock relocation

### 7.5.2 Issuing an Evacuation Order:

1. The EOC in consultation with the IC and available hazard-specific SMEs including Traditional Indigenous Knowledge Keepers and technical specialist, makes a determination that an Evacuation Order is required
2. Notify the policy group and first responder agencies
3. If the hazard may impact other jurisdictions within the SCRD coordinate with other EOCs



4. If the hazard may impact the urban Indigenous population, consider consultation with FNHA and Indigenous Services Canada (ISC)
5. Request assistance to perform evacuation notifications (e.g., from first responders or other identified groups such as SAR)
6. Based on advice, map the geographic boundaries of the Order. Identify the Order area using civic addresses, street names, or any combination that works
7. Declare a SoLE, publish online, and notify the public
8. Complete an Evacuation Order Template and include:
  - The issuing authority (e.g., SCRD, or relevant local authority)
  - The reason for the Order with a description of the hazard
  - The areas under Order with as much detail as possible, including a map of the Order area
  - Designated evacuation routes and identification of closed routes
  - Location of reception centres, including hours of operation
  - If using virtual reception centres or online registration, how to register
  - A general listing of important personal supplies that should be prepared for the potential evacuation (e.g., identification, medication, insurance papers, warm clothing, specialty medical equipment, eyeglasses, hearing aids, prostheses, work clothes). Pets are also a high priority to many residents and direction should be provided in this regard
  - Where to get additional information
9. Notify the impacted area of the Order (e.g., through social and traditional media, door-to-door, public notification systems, etc.)
10. Email a copy of the SoLE and the Order to the EMCR PREOC
11. Consider how to best support those individuals who cannot self-evacuate
12. Consider how to best support evacuees using ESS

### 7.5.3 Issuing an Evacuation Rescind:

1. The EOC in consultation with the IC and available hazard-specific SMEs including Traditional Indigenous Knowledge Keepers and technical specialist, decides that an Evacuation Rescind is required
2. Notify the policy group and first responder agencies
3. If the hazard impacted other jurisdictions within the SCRD coordinate with other EOCs
4. If the hazard impacted the urban Indigenous population, consider consultation with FNHA
5. Coordinate early re-entry for community support agencies (e.g., health agencies, school district, critical infrastructure agencies, etc.) prior to Rescind in preparation for returning evacuees
6. Consider allowing residents who may have lost homes or property early access into the evacuated area
7. Complete an Evacuation Rescind template

8. Notify evacuated residents of Rescind (e.g., through social and traditional media, automatic notification systems, announcements at ESS reception centres and group lodging facilities)
9. Email copy of the Rescind to the EMCR PREOC

**Partial Evacuation Order Rescind** – If only a portion of the Evacuation Order can be rescinded, an Evacuation Rescind can be issued for the entire evacuation order area, with a new Evacuation Order and / or Alert issued immediately afterwards identifying new geographical boundaries. An alternative is to issue an amendment to the existing Evacuation Order, clearly identifying the changes. Whichever option is preferred, it is important to issue clear and consistent maps that undoubtedly show what properties remain on Alert or Order.

## 7.6 Phasing

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:

- Evacuating those closest to the incident first and then increasing the buffer zone as traffic or time allows
- 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 roadways
- Evacuating areas with the densest population first as they will take longer to evacuate
- Allowing vulnerable populations more time to move to pick-up areas or make alternate arrangements to evacuate the area as they may require more time
- Utilizing control traffic management strategies to allow for maximum flow on main roads first, then switching to enable priority to other areas

Evacuation phasing allows for different zones to be sent to different locations, therefore reducing the load on one specific egress. Tactical evacuations should be developed based on the nature of the situation and are generally the responsibility of the IC.

If there is a requirement for a full evacuation of Tuwanek, a multi-modal solution depends upon Sechelt Inlet Road and/or the Grey Creek Forest Road being accessible, otherwise a marine transportation may be required. There is a feasibility for air evacuation via float planes, but this option is unlikely due to the availability of suitable marine vessels locally.

## 7.7 Destination

An Evacuation Order should clearly identify to the public that they must leave the area. It is best practice to include specific intended destinations and routes within the Order. Depending upon the type of evacuation, the EOC may include different types of destinations including:

- Designated reception centres – these will be leveraged for incidents resulting in the evacuation of residents. The location of reception centres will be determined based on the nature and the scope of the incident. Although many residents will not require supports or lodging, all evacuees should be encouraged to register in person or virtually at a reception centre for tracking and communication
- Muster points – these will be leveraged for incidents where the evacuation of residents requires special transportation (e.g., transportation via bus or escort through private industrial roads). Muster points may be located within the evacuation zone or outside of the zone depending on the availability of infrastructure such as large parking lots and access points. If a muster point is within an evacuation zone and an incident requires immediate evacuation away from the area, the EOC should use discretion to direct residents elsewhere

## 7.8 Vulnerable Populations

There are many people who cannot evacuate without support. For simplicity, this plan refers to anyone who cannot self-evacuate as a member of the *vulnerable population*.

For planning purposes, this 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.

Pre-planning can assist in better understanding where barriers to self-evacuation exist in the community. Ongoing communication during each phase of an evacuation or shelter-in-place should be structured to ensure that the local authority is able to identify people who need supplemental resources to support their safe evacuation. Organizations have built relationships with vulnerable communities that can be leveraged to ensure information is disseminated by trusted agents.

Strategies include:

- Instructing the public to contact the local authority directly if they need resources
- Liaising with advocacy groups to help identify and communicate with vulnerable populations
- Targeted emergency preparedness education programs

The public should be encouraged to assist by helping neighbours, friends, or family evacuate.

For most seniors, the best option is to stay with family or friends in the closest safe area to their home. Usually, a hotel may be a good alternative, but this is extremely unlikely to be available as Tuwanek does not have such capacity.

## 7.8.1 Community organizations

### 7.8.1.1 School District SD46

The school district (SD 46) is responsible for the management of any evacuation affecting schools. There are no government schools in Tuwanek itself. The catchment area for elementary school residents of Tuwanek is Kinnikinnick Elementary. The secondary school catchment is Chatelech Secondary School. SD 46 provides bus transportation for those registered children living in Tuwanek.

Nonetheless, it is helpful for the SCR D to inform the school district as soon as operationally possible that an evacuation is expected.

**Table 5 Schools**

| Facility   | Address  |
|--|--|
| <b>Kinnikinnick Elementary School</b><br>(Outside Evacuation Area) | 6030 Lighthouse Avenue,<br>Sechelt,<br>V0N 3A0 |
| <b>Chatelech Secondary School</b><br>(Outside Evacuation Area)     | 5904 Cowrie Street,<br>Sechelt,<br>V0N 3A0     |

### 7.8.1.2 Hospitals, Care facilities and Assisted living

Evacuation of a hospital, senior care facility, or assisted living units can put residents at risk. Not only is evacuation stressful, resulting in emotional or psychological impacts, but it can also have severe health consequences. Careful pre-planning and early and frequent communication with key stakeholders is critical to ensure safety.

Although evacuating these facilities is not the responsibility of the EOC, it is recommended that the local authority maintain communication with Provincial Health Services Authority (PHSA) or with Vancouver Coastal Health (VCH) ahead of and during an evacuation to allow these organizations to plan as early as they can. There are no VCH facilities within Tuwanek but some larger known facilities are listed below for local context.

**Table 6 Health Facilities**

| Facility   | Address   |
|--|---|
| <b>Sechelt Hospital</b><br>(Outside Evacuation Area)<br>38 beds  | 5544 Sunshine Coast Highway<br>Sechelt, BC<br>V0N 3A0 |
| <b>Long Term Care Facility Totem Lodge</b><br>(Next to Sechelt Hospital)<br>(Outside Evacuation Area)<br>49 beds | 5544 Sunshine Coast Highway<br>Sechelt, BC<br>V0N 3A0 |
| <b>Shorncliffe Intermediate Care Facility and Palliative Care Hospice.</b><br>(Outside Evacuation Area)          | 5847 Medusa Street<br>Sechelt, BC<br>V0N 3A0          |

### 7.8.1.3 Service Organizations & NGOs

The SCRD has organizations which support the community and should be considered by the local authority as important stakeholders during emergency preparedness activities, and throughout all phases of emergency management.

**Table 7 Service Organizations**

| Facility  | Address   |
|---|---|
| <b>Home Care Services &amp; Seniors Information Meals on Wheels</b>               | 5630 Inlet Avenue, Sechelt.<br>V0N 3A0                          |
| <b>Sunshine Coast Home Health and Home Support</b><br>(Outside evacuation area)   | 5630 Inlet Avenue<br>Sechelt,<br>V0N 3A0                        |
| <b>Pender Harbour and District Health Centre</b><br>(Outside evacuation area)     | 5066 Francis Peninsula Road<br>Madeira Park, BC<br>V0N 2H0      |
| <b>Salvation Army Community Crises Response Unit</b><br>(Outside evacuation area) | Sunshine Coast Community Church<br>#5-682 Gibsons Way, Gibsons. |

### Homecare Services & Seniors Information Meals on Wheels

Vancouver Coastal Health administers homecare services and meals on wheels within the region including:

- Sunshine Coast Home Care Services provides support at home to enhance quality of life with services such as bathing, dressing, and taking medications.

- Meals on Wheels delivers meals to homebound people including seniors but also people recovering from surgery or illness.

### **Pender Harbour and District Health Centre**

The Pender Harbour & District Health Centre is a community health centre that provides ambulatory services, home care nursing visits, laboratory services, nutrition counselling, and diabetes education for residents of Madeira Park.

### **Salvation Army**

The Salvation Army (TSA) provide services in an emergency including food services, clothing and reception centre support, emotional support and chaplaincy. Within TSA, the Emergency Disaster Services (EDS) van volunteers are trained to provide mobile canteen service for first responders. In addition, in the event of a natural disaster TSA volunteers are trained to provide meals to the community from the EDS van.

## **7.9 Security in Evacuation Zones**

It is the local authority's responsibility to control access to evacuated areas, except for tactical access. Tactical access pertains to the access of goods or personnel required for response efforts and is the responsibility of the IC. While tactical access doesn't require the same process for access into an evacuated area, it should ensure area security and simplified access control point.

The RCMP can support the EOC in controlling access for life safety purposes. If the RCMP does not have the resources to maintain security of evacuation areas, the EOC should coordinate the necessary resources to provide adequate security of the evacuation areas. This includes determining the processes to grant access to the evacuation zone when it is safe to do so. Although the Province has arrangements to send the SCRD security from the mainland there is also Sunshine Coast Security 107-5710 Teredo Street, Sechelt. The EOC should ensure clear communication with the public regarding how and where they can apply to be granted temporary access to evacuation zones. Clear communication and a simple, well-defined process will reduce the emotional toll on the public, responding staff and volunteers.

When there is an evacuation across multiple jurisdictions within the SCRD a consistent approach to all impacted areas should be considered although the access control remains the responsibility of each local authority.



## 8. TRANSPORTATION MANAGEMENT

### 8.1 Overview

The goal in 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 solutions available in the community of Tuwanek. Although this plan describes road, marine, and air independently, these should be considered by the EOC as multimodal tools that may work in conjunction with one another to support the evacuation needs.

This section will discuss each mode independently and provides guidance to the EOC on how each mode of transportation can be leveraged during an evacuation. Annex E Evacuation Management Flow Chart provides a flowchart with operational decision-making guidance to support Tuwanek evacuation planning within the EOC. It includes details as to who is responsible for decisions at various stages of the operational planning process, is a critical tool in the decision-making process and has been informed by the Evacuation Operational Guide for First Nations and local authorities in British Columbia.

### 8.2 Analysis

Traffic management during emergencies is critical to the success of an evacuation. The capacity to move people from one area to another is locally influenced by bottlenecks and roadway constraints, as well as chance constraints caused by dynamic parameters that may exist during an evacuation. The impact of these uncertainties can be minimized by:

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

During a strategic evacuation, the EOC can limit the impacts on an evacuation by addressing these four considerations. Further impacts to the capacity in relation to Tuwanek are dependent on the condition of the Sechelt Inlet Road and the alternative, Grey Creek Forest Road.

In the event of a strategic evacuation, communication with critical stakeholders should be initiated as early as possible. Key stakeholders who can assist in traffic management are:

- RCMP
- Fire Departments
- Ministry of Transportation and Infrastructure (MoTI)
- Ministry of Emergency Management and Climate Readiness (EMCR)

It is recognized that the first responder's capacity for traffic control may be severely limited due to other commitments.

During a limited or no notice evacuation, traffic congestion out of Tuwanek will likely not saturate transportation route capacity into the town of Sechelt. The volume of traffic on a serviceable road should be manageable if the egress is clear. The local population use the Grey Creek Forest Road which if serviceable, will assist to ease congestion. Ultimately traffic entering and attempting to bypass Sechelt will travel on Highway 101 which if backed up will present a potential line up of traffic in the Sandy Hook area.

## **8.3 Roads**

### **8.3.1 General**

When an Evacuation Order is published, it should clearly indicate the evacuation route so that the public understands where they are expected to go, and what primary and secondary roadways they are expected to use. This will support the additional road management strategies implemented throughout the evacuation. The order should not assume that the population can self-evacuate and should include specific information for the population who cannot self-evacuate.

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.

It is possible to increase road capacity and thereby reduce the time it takes to evacuate a population by closing the road and using both lanes as a single egress route. To do so requires significant traffic control resources and must consider how responders will maintain counterflow access for any incident needs. In most circumstances, this is not preferred because of the regional impacts and the resources required to do so safely; it likely won't be an appropriate strategy to evacuate Tuwanek, the routes are two lane and emergency services and assistance travelling into the community will require an accessible route, maintaining the two lanes may be the best strategy to maintain and maximise the traffic flow.

### **8.3.2 Forest Access Roads**

Tuwanek has several forest access roads, but none have value to the evacuation plan other than the Grey Creek Forest Road as they do not have designated exits from the community.

If Sechelt Inlet Road is inaccessible or compromised and the decision is made to utilize Grey Creek Forest Road, consideration needs to be given to inclement weather conditions. In good light and weather conditions the road is suitable for regular domestic cars. If the conditions worsen, and the road is covered by ice or snow, the EOC should anticipate that some people may need to leave their personal vehicles at the muster site and rideshare or use provided transportation. Sechelt Fire Department have accepted that their larger firefighting vehicles cannot travel this road, and they would only utilize their smaller response vehicles. This should be an indication of the type of vehicles that are suited.

### 8.3.3 Muster Points

For the purposes of this guide, muster points are defined as locations where residents will be directed for either vehicle staging, or locations where residents will be sent with their vehicles to park and access bus transportation out of the area. The intended use of these sites should determine the specific location chosen by the local authority as some sites provide ample space for parking vehicles, and some sites only provide sufficient space for organizing vehicles prior to departure.

Tuwanek is a relatively geographically remote community and is without road accessible public transport so it is conceivable that most of the properties will have access to private vehicles to support their lifestyle. There may however be cottage vacationers or tourists that have utilized marine or air transportation to their destination and those that may depend on friends and neighbours for assistance in evacuation. Dependent upon the time of the evacuation some of the community drivers may have their household vehicle at another location and be unable to return. When considering muster points for evacuation for Tuwanek the real need will likely be to provide a muster point for community members left without a suitable vehicle and for the remaining population if a marine evacuation is required.

If the EOC determines the only egress is via Grey Creek Forest Road during worsened or inclement weather conditions, some people may need to leave their personal vehicles at a suitable muster site and rideshare or use provided transportation. Muster sites (refer back to table) may include locations as determined by the EOC in consultation with local SMEs. The available muster sites near these locations are not controlled by the local authority, therefore must be assessed as needed as their utilization may determine if they are appropriate as a muster site.

The EOC should ensure that appropriate resources are made available at these muster locations during evacuation activities including, but not limited to:

- Clear signage / identification of entrances and traffic flow at each muster site
- Appropriate health and safety resources (as appropriate) e.g., emergency lighting, sanitation facilities, medical staff etc.
- Clear identification of bus loading zones
- Registration and information service

### **8.3.4 Public Transportation / Buses**

The primary focus for all actions should be the safe movement of the most amount of people in the least amount of time. This includes considerations for people without access to personal vehicles who must be considered by the EOC. Direction should be provided in any emergency messaging released by the local authority and identify how residents can identify that they do not have transportation from their homes.

Although most residents of Tuwanek have their own vehicles, there is a portion of the population that may not have access to one at the time of evacuation. BC Transit does not operate routes to Tuwanek. People without access to personal vehicles will need to be supported by car-pooling or other transit. School District 46 buses when not in use are stationed at Madeira Park. The muster point, if necessary, should be at The Spit (cul-de-sac) close to the Tuwanek Hotel. Parking is limited but sufficient for the anticipated numbers. The EOC should coordinate with the school district (Third Wave Bus Company) to ensure the solution is effective and meets the needs of the impacted population.

Evacuation Orders should include specific information regarding community evacuation transit muster sites and instructions for the population on how to self-mobilize to the muster site if they are capable.

If early deliberations between BC Transit and the EOC identify the probability of needing more transit resources than those normally available in the Sechelt area coordination through EMCR's ECC should be initiated as early as possible. Local vendors that may be contacted are listed in the table below.

The EOC should consider engaging with local emergency response providers to ensure coordination and communication related to the needs of the evacuees. Regardless of their active role in the response, the Sechelt and Gibsons fire departments have relationships and contacts with providers throughout the region and may provide valuable information related to local level transit assets to the EOC.

**Table 8 Transit Assets**

| Name                           | Details   |
|--------------------------------|---|
| <b>BC Transit</b>              | <ul style="list-style-type: none"> <li>• Transit Control 24/7 phoneline for the Transportation Management Centre of BC.</li> <li>• Local office point of contact is the Operations Manager at 5710 Teredo Street, Sechelt.</li> </ul>   |
| <b>Sechelt Handy Dart</b>      | <ul style="list-style-type: none"> <li>• Transit service for people with functional access needs.</li> <li>• Delivered by BC Transit.</li> </ul>  |
| <b>Coastal Rides</b>           | <ul style="list-style-type: none"> <li>• Ride hailing service with private drivers and both 9 and 14 passenger vans.</li> </ul>   |
| <b>Third Wave Bus Services</b> | <ul style="list-style-type: none"> <li>• Provides transportation services within school district 46</li> <li>• Local point of contact for the Sunshine Coast Office is the Manager, Thirdwave Bus at 4373 Solar Rd, Sechelt.</li> </ul> |
| <b>School District 46</b>      | <ul style="list-style-type: none"> <li>• Local point of contact for School District 46 related to transit capabilities is the Director of Instruction, HR Secondary &amp; International Education.</li> </ul>                           |

It is important to determine and communicate to the public where they will be meeting a public transit vehicle if they are evacuating using this method of transportation.

## 8.4 Marine

Marine evacuation out of Tuwanek is needed if the Sechelt Inlet Road and the Grey Creek Forest Road are considered unsafe or inaccessible. The complexity of orchestrating an evacuation via the waterways should be considered as part of a multimodal solution during a complex response. The Sechelt Inlet provides the most direct marine route to Sechelt Wharf Road and the Lighthouse Marina area.

It is also conceivable that if an evacuation to the north is needed that Egmont (and beyond to the north) could be a considered destination utilizing their resources. This is dependent upon the accessibility through the Skookumchuck Narrows, Sechelt Rapids and adds complexity and coordination to the plan.

### 8.4.1 Marine Evacuation Access Information

To affect a marine evacuation, boats can be directly positioned onto beachfront. There are several suitable locations within the community of Tuwanek that flat bottom, low draft marine vessels can be brought onto the beach, or onto one of several private docks. One area is known as The Spit and has a 20 foot plus wide beach front at low tide that is pebbled and described by a SAR member

as perfect for evacuation purposes, whether at low or high tide. The Spit is also known as Tuwanek Beach Park and is accessed off Sechelt Inlet Road beside the Tuwanek Hotel. The hotel is visible and a good land marking for residents and visitors alike. Most of the residents should be encouraged to walk to the beach and if vehicles are required, parking would need to be roadside locally. The muster area would be the beach area itself.

**Table 9 Marine Evacuation Locations**

| Facility Name                 | Location  | Features   |
|-------------------------------|---|--|
| <b>The Spit/Tuwanek Beach</b> | 7617 Sechelt Inlet Road<br>Sechelt.<br><br>Suggested by Adam Hoult<br>Sechelt Fire Department | <ul style="list-style-type: none"> <li>• Wide and shallow beachfront suitable for beach launch</li> <li>• Central to residential homes</li> <li>• Well known community beach</li> <li>• Beside landmark The Tuwanek Hotel</li> <li>• Limited street parking but within walking distance of most homes</li> </ul> |
| <b>Lamb Bay Beach</b>         | 7525 Sechelt Inlet Road,<br>Sechelt,  | <ul style="list-style-type: none"> <li>• Wide and shallow beachfront suitable for beach launch</li> <li>• Well known community beach</li> <li>• Limited street parking but within walking distance of most homes</li> </ul>  |

Once evacuated, it is important to identify a suitable location to transport the community to. Ideally these locations should provide facilities for the evacuated community and afford the SCR D some options for onward care and process.

#### 8.4.2 Marine Arrival Information

The table is not intended as an exhaustive list of locations, the SCR D should consider such locations and extend the contact list from other plans. Ultimately the extent of the evacuation and distance travelled cannot be predicted and will be dependent upon the hazard, reason and size of evacuation.

**Table 10 Arrival Locations for Marine Evacuations**

| Facility Name                                   | Location                                    | Features  |
|---|---|---|
| <b>Sechelt Wharf/<br/>Lighthouse<br/>Marina</b> | Lighthouse Marina<br>5764 Wharf Rd. Sechelt | <ul style="list-style-type: none"> <li>• Approx 40 slips up to 48 feet</li> <li>• Power: 15 and 30-amp</li> <li>• Fuel dock – Diesel and Marine Gas</li> <li>• Washrooms/Shower s</li> <li>• Laundry</li> <li>• Garbage Disposal</li> </ul> |



| Facility Name  | Location   | Features  |
|--|--|---|
|  |  | <ul style="list-style-type: none"> <li>• Buccaneers Restaurant</li> <li>• Lighthouse Pub</li> <li>• Internet Access / Free Wifi</li> <li>• ATM</li> <li>• Year-round marine store</li> <li>• Parking</li> </ul>   |
| <b>District of Sechelt Wharf</b>                                 | District Government Office<br>5770 Wharf Ave<br>Sechelt. | <ul style="list-style-type: none"> <li>• Located beside amenities listed for Lighthouse Marina</li> <li>• Parking</li> <li>• Boat Launch</li> <li>• Location has space for temporary structures such as command vehicles or pop-up tents for administration/ICP areas</li> </ul>            |
| <b>Sandy Hook Park</b>   | 6009 Ark Road,<br>Sechelt                                | <ul style="list-style-type: none"> <li>• Boat launch</li> <li>• Beach Access</li> <li>• Public Washroom</li> </ul>  |
| <b>Porpoise Bay</b>  | 5770 Wharf Avenue,<br>Sechelt                            | <ul style="list-style-type: none"> <li>• Boat Launch for small vessels</li> <li>• Parking</li> <li>• Moorage</li> <li>• Shore Power 15 and 30 amp</li> </ul>  |
| <b>North to Egmont through rapids Bathgate Resort and Marina</b> | 6771 Egmont Road,<br>Egmont.                             | <ul style="list-style-type: none"> <li>• Government dock at Bathgate Resort and Marina.</li> <li>• Parking available</li> <li>• Community center (residents key access) suitable for ESS</li> <li>• Gas pump</li> <li>• Kitchen facilities.</li> <li>• Washroom</li> <li>• Store</li> </ul> |
| <b>Back Eddy Resort and Marina</b>                               | 16660 Back Eddy Rd<br>Egmont                             | <ul style="list-style-type: none"> <li>• Residents needing evacuation may self-deploy and congregate here.</li> <li>• Parking available</li> <li>• Gas and diesel</li> <li>• Kitchen facilities.</li> <li>• Washroom</li> <li>• Store</li> <li>• 15- and 30-amp power</li> </ul>            |

| Facility Name | Location | Features   |
|---------------|----------|--|
|               |          | <ul style="list-style-type: none"> <li>• Vessels up to 125'</li> <li>• Laundry and Shower Facilities.</li> <li>• Boat launch</li> <li>• Overnight accommodation</li> </ul> |

### 8.4.3 Marine Vessels and Assets

This table is not intended as an exhaustive list of assets, the SCRD should consider extending the contact list from other plans.

**Table 11 Marine Vessels and Assets**

| Name                              | Location                          | Vessel Features  |
|-----------------------------------|-----------------------------------|--|
| <b>Thormanby Transportation</b>   | Secret Cove Marina                | <ul style="list-style-type: none"> <li>• Water taxi service, water taxi and barge service. 604-740-7026</li> </ul>                                   |
| <b>Skookumchuck Boat Tours</b>    | 6771 Egmont Rd<br>Madeira Park    | <ul style="list-style-type: none"> <li>• Water taxi 27-foot inflatable zodiac (same as used by the coast guard)<br/>Approx 6 pax capacity</li> </ul> |
| <b>High Tide Tours Water Taxi</b> | 6771 Egmont Road<br>Madeira Park. | <ul style="list-style-type: none"> <li>• Carries up to 12 passengers</li> </ul>  |

## 8.5 Air

Due to the primary concept of using road and marine boat evacuations to the Sechelt Wharf area, it is improbable that air evacuation will be required from Tuwanek. The exception may be in a medical emergency. Float planes are more likely a resource that can be utilized as a secondary transportation method once the marine assets have transported the community members to the wharf where the float planes are located.

If a float plane is required, the same locations identified for marine evacuations could be utilized for float plane evacuation but local pilot and SME understanding of the tidal rises in the inlet should be sought by EOC staff.

The Sechelt Airport is located at 4480 Hilltop Road, Sechelt (the top of Field Road). The total runway length is 944m (3,100 ft). Sechelt Airport accommodates helicopters as well as small aircraft.

## 7.6.1 Air Resources

Table 12 Air Resources

| Facility Name                 | Location                                       | Features  |
|-------------------------------|--|---|
| <b>Sunshine Coast Air</b>     | 5987 Sechelt Inlet Rd<br>Sechelt               | <ul style="list-style-type: none"> <li>Schedule and charter float plane flights from Sechelt</li> <li>Cessna aircraft for 3 passengers</li> <li>DHC-2 Beaver (6 passengers and 2 crew).</li> </ul>  |
| <b>Fly Coastal Air Taxi</b>   | 4536 Hilltop Road,<br>Sechelt.                 | <ul style="list-style-type: none"> <li>Operates Sechelt to Victoria.</li> <li>Skyhawk 11 2 passengers, 2 crew capacity.</li> </ul>  |
| <b>Blackcomb helicopters.</b> | Sechelt Airport 4330<br>Hilltop Rd.<br>Sechelt | <ul style="list-style-type: none"> <li>Offering emergency services to residents of the Sea to Sky for over 30 years</li> <li>Including wildfire firefighting assistance (across Canada)</li> <li>Medevac operations for Whistler Blackcomb and TEAAM</li> <li>Search and Rescue missions with Sea to Sky SAR teams.</li> </ul>  |
| <b>Harbour Air Sechelt</b>    | 5764 Wharf Ave<br>Sechelt                      | <ul style="list-style-type: none"> <li>Seaplanes from Sechelt Inlet</li> <li>7-13 passenger seat aircraft</li> <li>4 types of float plane operated</li> <li>Terminal located in Porpoise Bay beside The Lighthouse Pub</li> </ul>   |
| <b>Airspan Helicopters</b>    | 4480 Hilltop Road, Sechelt.                    | <ul style="list-style-type: none"> <li>Operates 5 types of helicopters</li> <li>4-14 passengers</li> <li>Range from 2.7 hours to 3 hours.</li> <li>Offers wildfire fighting</li> <li>Offers refueling to other aircraft via x2 mobile refueling trucks.</li> <li>Capacity of refueling trucks is 3,500L and 15,000L.</li> </ul> |

## 9. PUBLIC COMMUNICATIONS

### 9.1 Overview

The main communication objectives in any emergency that impacts Tuwanek include:

- Develop and distribute messaging as early and as consistently as possible through pre-existing methods of communication
- Consistent messaging across all platforms
- Monitoring of incoming messages and responding as required
- Opening communication channels between stakeholders and the public
- Supporting internal communication between site level and decision-makers
- providing messaging in the primary languages spoken in the region

In evacuations and emergencies, many stakeholders will require information. Communication must be clear, consistent, and easy to understand. Ensure that the language is clear and use maps and visual representation when possible. The goal is to communicate using short sentences frequently. Key messages should be pre-crafted to allow for fast, efficient communication from the EOC.

This section is not a comprehensive communications plan in and of itself; however, it provides key considerations to the EOC for planning and disseminating emergency communications.

### 9.2 Education & Awareness

Voyent Alert! Exists at the SCRD but is not a universally used system on The Sunshine Coast. In Tuwanek the community is small and geographically close. Word of mouth and social media is a more likely avenue of communication in the event of an emergency for this community. Tuwanek also has a relationship with the Sechelt Fire Department, for example Sechelt Volunteer Fire Department Facebook page has 1.7 thousand followers. (Facebook.com)

A trusted, clear and consistent message delivered in a timely manner will support public confidence, reduce the psychosocial impacts of an evacuation, and aid the local authority in managing a disruptive event. Establishing trust-based relationships with the community is a key responsibility of the local authority in the preparedness and planning phase and includes conducting outreach with residents through various means (i.e., town hall sessions, presentations to community groups, etc.). Community engagement prior to incidents will allow the local authority to identify how information will flow during emergency evacuations and will provide information to residents on how they can expect to be notified.

Education is paramount to ensure that the public will know what to do when an evacuation is required. The public should be encouraged to sign up for and monitor all information sources that are used by the local authority to communicate instructions prior to an emergency. The following list identifies various means that can be leveraged for distributing emergency / evacuation-related information:

- The SCRD website
- TV, radio and print news
- Social media platforms (Twitter, Facebook etc.)
- Voyent Alert! Mass Notification System
- Written information on community message boards
- The Fire Department websites on The Sunshine Coast
- Word of mouth within the community

For the purposes of this guide, there are specific information requirements that the public will require to adequately prepare for evacuating. This includes, but is not limited to identifying:

- How evacuation information will be disseminated, and where it will come from (i.e., the local authority)
- Who is responsible for carrying out various evacuation-related activities (i.e., Search and Rescue)
- How residents can prepare themselves, their family, their pets and / or livestock and their property for an evacuation
- How to prepare a “grab and go” bag
- Other general preparedness as relevant

### 9.3 Dissemination

Dissemination of information is critical during evacuations. The local authority should make early and ongoing information available for residents in areas under either Evacuation Alerts, Orders or Rescinds. While the local authorities in the SCRD employ numerous electronic methods of communications, Tuwanek may have a portion of residents who do not have direct access to these services. This requires distribution of information through various means identified in Section 9.2.

Regardless of the form of communication, the information should be consistent. The public may receive information multiple times from different sources, so it is essential that the EOC is communicating frequently and accurately and identifying specific dates / times when additional information will be provided.

When activated, an ESS reception centre can be an effective venue for disseminating information. Pamphlets, handouts, and flyers can be used to provide general guidance and information to

evacuees. Local community groups should also be engaged in the distribution process where possible and copies of all critical information (i.e., Evacuation Alerts, Orders, and Rescinds) should be shared as broadly as possible.

The local authority should conduct ongoing monitoring of local social media groups, local community groups, and other forums where residents may post or reach out for situational information. Misinformation and concerns from the public should be addressed promptly through corrective messaging and directing residents to official sources of information. Misinformation and/or rumours may be identified online, or in-person by responders supporting with activities on the ground.

## 9.4 Motorist Information

MoTI can control highway digital message signs (DMS) and change messages as needed. Requests are achieved by communication through the EMCR ECC. Both Drive BC and EmergencyInfoBC are trusted sources of information that can be shared with evacuating public for reliable road conditions and updates. In situations where Highway 101 is impacted and / or specific travel instructions are required for motorists, the EOC should engage with the MoTI to ensure appropriate messaging is provided to motorists.

## 9.5 En Route Services

During evacuations, services such as fuel, tow trucks, food, water, etc. may need to be strategically placed along the identified routes to support the evacuating population. These services should be coordinated with local stakeholders and may include but are not limited to:

- Fuel stores
- Food and water
- Sanitation stations
- Health and wellness (medical stations)

Where possible, signage and other critical resources (i.e., sanitation stations) should be provided at dedicated muster locations if a multi-modal evacuation is being organized. Each muster location chosen by the EOC should be, to the extent possible, provided with appropriate critical services.

On site services should also be considered as necessary.

## 9.6 Stakeholders

The local authority should ensure that notification of neighbouring jurisdictions and response partners is done early, and that ongoing updates are provided. This should be done proactively

where possible and use existing channels of communication. It may be advisable to create an open phone line for stakeholders to call and offer support. This direct line can inform the EOC of additional resources that may be available to them and can be used on an ongoing basis for questions that arise amongst response stakeholders.

The following list identifies stakeholders that should be notified when evacuation discussions are occurring and being initiated for Tuwanek. While this list identifies some of the potential response partners, it is not comprehensive and the EOC should engage with additional stakeholders as required based on the requirements of situation.

## 9.7 Additional Considerations

Preplanned communication templates reduce the work of communication during an event. Consideration should be given to developing and maintaining an inventory of templates for communication. The list below identifies generic messaging priorities during each phase of an evacuation:

- **Prior:** general risk awareness and preparedness education, personal and family emergency plan education (i.e., 72-hour kit and / or “go-bags”)
- **Imminent Evacuation:** specific reminders to prepare necessary items required for evacuations such as medication, identification, pet food and supplies, reminder to keep vehicles fully fuelled; as well as the location of transit muster points or transit instructions, and suggestions for vulnerable populations
- **During Movement:** routing information
- **Safely Evacuated:** updates on affected areas such as flooding levels, damages, temporary access process, and available psychosocial supports
- **Returning:** re-entry process, re-entry checklists, insurance resources, and how to access other relevant resources

## 10. OTHER CONSIDERATIONS

### 10.1 Full Tuwanek Community Evacuations

Although there is a low probability of a disruptive event which requires a full evacuation of the community of Tuwanek such an evacuation could require significant coordination across the SCRD as well as multiple agencies.

The Sechelt Inlet Road and the egress along East Porpoise Bay Road onto Highway 101 being clear is the key to the effectiveness of an evacuation into Sechelt. Sechelt Inlet Road is a two-lane narrow local access road, well maintained and surfaced where the recommended speed during normal operations is 50 km/hr or lower. The likely vulnerability to the route is the failure of the Grey Creek Bridge, just north of Naylor Road.

The alternative road egress is via Grey Creek Forest Road that parallels to the north. If clear and in good conditions this road is accessible and useable with a family car. Due to the loose surface and finishing of the road, and the rural location it is more susceptible to damage and any plan to use it as a main route should be supported by the EOC having driven the route to check for its condition particularly in darkness or during icy or snowy conditions. There are several creek bridges, and the road is bordered by treed ridges.

Local emergency crews believe that most residents use the Grey Creek Road regularly and are aware of its limitations and opportunity it presents. It is also likely if a breached creek is the cause of one of the roads being inoperable, then both roads would be similarly affected.

If both roads are inoperable this presents significant challenges should there be a need for a full evacuation of Tuwanek. If an evacuation is urgent, with roads unusable the marine evacuation is the considered option. The marine option can also be utilized to assist with transportation of community members without vehicles in conjunction with the road evacuations if transportation resources are not found. There are number of local marine assets and Tuwanek is easily and quickly accessible by boat from Sechelt Wharf where there are facilities and space to consider the next options for evacuation needs.

The difficulty with an unplanned tactical full evacuation is the messaging and communication, Tuwanek has good cell phone and internet coverage in the most part but with visitors and some residents choosing not to partake in social media efforts, door to door may be required.

Phased evacuations are not likely required as the community is small and self-contained, and resources and infrastructure should not be overwhelmed. Consideration can be given to the hazard presented and where door to door communications need to commence for evacuations.



During a full evacuation of Tuwanek, the local authority may need to direct residents to muster sites to assist with their ground transport needs, or to the marine muster points along the inlet for water transportation.

Communication to residents should indicate the location of the appropriate muster sites and how they will then be transported to an area of safety.

During a multi-modal evacuation of Tuwanek, priority should be given to the population at highest risk and to access for responders. When safe to do so, the EOC should consider requesting that volunteer fire and SAR resources be paged out and on route prior to issuing a mass notification of the population. This will enable responders to support critical response activities.

As soon as practical, the EOC should coordinate with neighbouring communities including the intended destinations for the population to determine host community ESS capacity. The initial docking area is the Government Dock of the Sechelt Wharf for marine assets. Traffic exiting on either road will travel through Sandy Hook and into Sechelt. SCRCD communities adjacent to Tuwanek will all face impacts of an event which results in a full evacuation of Tuwanek and should be prioritized for communication. They may also be able to control traffic at local levels to limit local and tourist populations attempting access compounding evacuation challenges.

## 10.2 Emergency Support Services

The ESS component of an evacuation can be a large undertaking and may have cascading impacts across Tuwanek, Sechelt and neighbouring jurisdictions. Most evacuation scenarios will require ESS to various degrees; however, some evacuation situations will require a large, coordinated ESS response.

The primary objective of ESS staff will be to process and ensure that all evacuees are provided with options for reception and lodging. Existing ESS plans should be used to support ESS activities. While it is understood that many residents may have family or friends that they will chose to stay with, the EOC should work to ensure that evacuees register at the reception centre for appropriate record keeping and resident counts.

ESS activities should be planned in close coordination with neighbouring jurisdictions when necessary. Ongoing coordination will ensure any potential overlap of resource needs are identified and resolved accordingly.

Some residents may have unique needs which are either difficult to fulfill or may limit their ability to evacuate. First Nations Health Authority, Canadian Mental Health Authority and the Ministry of

Social Development should be consulted to identify and coordinate complex health supports which may be required for some evacuees.

When ESS is provided to displaced community members, cultural considerations may be necessary, including if community members will need to be housed as large family units or if specific supports are required for Elders. Whenever possible, ESS should leverage the knowledge of the local authority regarding the ESS needs of the displaced community.

Careful coordination of communications between all impacted jurisdictions, including urban Indigenous populations will limit confusion for evacuees and should be considered whenever possible.

### 10.3 Pets

There is no public bus service into Tuwanek, the EOC should ensure that any organization engaged to provide mass transportation via bus or other means during evacuations allows evacuees to travel with their pets provided their movement is adequately controlled. When communicating with the public regarding the use of such transport for evacuations, evacuees should be directed to ensure they can safely secure their animals using pet carriers or leashes when possible.

The BC Society for the Prevention of Cruelty to Animals (SPCA) has an emergency resource list for pet owners in the event of an emergency on their website, as well as evacuation essentials information for pet owners. Canadian Disaster Animal Response Team (CDART) is a volunteer-based organization dedicated to animal welfare in times of disaster or emergency, by providing sheltering, fostering or rescue of domesticated animals. It is a national organization based in Mission, B.C.

### 10.4 Livestock and Hobby Farms

It is the direction of the Ministry of Agriculture and Lands that all agricultural producers, 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 AgriService BC or a representative from the Ministry of Agriculture.

Hobby farmers are not agriculture producers; however, may still have complex needs which will impact their ability to evacuate. The local authority should encourage hobby farmers to evacuate their animals at the time of an Evacuation Alert using pre-planned solutions. Generally, hobby

farmers are encouraged to plan in advance how and where they will move their animals during an emergency.

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

## 10.5 Cost Recovery

The BC Evacuation Operational Guide outlines the process to be followed to track and claim eligible expenses for reimbursement following evacuation events. These may be costs incurred by either the local authority as a result of conducting evacuations, or by neighbouring jurisdictions as supporting agencies during evacuations. This cost recovery is outside of pre-negotiated agreements and is handled on an individual basis with the Province.

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## **ANNEX A.      ACRONYMS**

|              |  |
|--------------|--|
| <b>BC</b>    | British Columbia                           |
| <b>BCEHS</b> | British Columbia Emergency Health Services |
| <b>CAF</b>   | Canadian Armed Forces                      |
| <b>CBSA</b>  | Canada Border Services Agency              |
| <b>CMHA</b>  | Canadian Mental Health Association         |
| <b>COP</b>   | Citizens on Patrol                         |

|                |   |
|----------------|---|
| <b>CRC</b>     | Canadian Red Cross  |
| <b>DMS</b>     | Digital Message Sign  |
| <b>DPS</b>     | Disaster Psychosocial Services  |
| <b>ECC</b>     | Emergency Coordination Centre   |
| <b>EMCR</b>    | Emergency Management Climate Readiness  |
| <b>ESS</b>     | Emergency Support Services  |
| <b>EOC</b>     | Emergency Operations Centre   |
| <b>FLNRORD</b> | Ministry of Forests, Lands, Natural Resource Operations and Rural Development |
| <b>FNHA</b>    | First Nations Health Authority  |
| <b>GSAR</b>    | Ground Search and Rescue  |
| <b>HAZMAT</b>  | Hazardous Material  |
| <b>HEMCR</b>   | Health Emergency Management British Columbia                                  |
| <b>HRVA</b>    | Hazard, Risk, and Vulnerability Analysis                                      |
| <b>IC</b>      | Incident Commander  |
| <b>ICS</b>     | Incident Command System   |
| <b>ISC</b>     | Indigenous Services Canada  |
| <b>MAL</b>     | Ministry of Agriculture and Lands   |
| <b>MoTI</b>    | Ministry of Transportation and Infrastructure                                 |
| <b>MOU</b>     | Memorandum of Understanding   |



|               |  |
|---------------|--|
| <b>NGO</b>    | Non-governmental organization                        |
| <b>PREOC</b>  | Provincial Regional Emergency Operations Centre      |
| <b>RCMP</b>   | Royal Canadian Mounted Police                        |
| <b>RDA/DA</b> | Rapid Damage Assessment / Damage Assessment          |
| <b>RFA</b>    | Request for Assistance                               |
| <b>SAR</b>    | Search and Rescue                                    |
| <b>SCRD</b>   | Sunshine Coast Regional District                     |
| <b>SD</b>     | School District                                      |
| <b>SoLE</b>   | State of Local Emergency                             |
| <b>TMCBC</b>  | Transportation Management Centre of British Columbia |

## **ANNEX B. DEFINITIONS**

|  |  |
|--|--|
| <b>Disaster</b>                                    | 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.  |
| <b>Emergency</b>                                   | 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.  |
| <b>Emergency Program Act</b>                       | 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.   |
| <b>Emergency Support Services (ESS)</b>            | 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. |
| <b>Emergency Support Services Reception Centre</b> | 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.   |

|  |   |
|--|---|
| <b>Evacuation</b>                      | An event that may require identified populations to leave the area for life safety reasons.   |
| <b>Evacuation Alert</b>                | Document that is released by the local authority to inform the public that an evacuation may occur at any time.   |
| <b>Evacuation Order</b>                | 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.  |
| <b>Evacuation Rescind</b>              | Document that is released by the local authority to inform the public that it is safe to return to a previously evacuated area.   |
| <b>Shelter-in-Place Order</b>          | A document released by the local authority to inform the public to remain indoors and follow precautions to limit exposure to outside sources.  |
| <b>State of Local Emergency (SoLE)</b> | 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. |
| <b>Strategic Evacuation</b>            | Evacuations that allow time for formal documentation to be issued.  |
| <b>Tactical Evacuation</b>             | Evacuations resulting from a hazard impact that require immediate action and allow for little warning or preparation.   |

## **ANNEX C. CONTACT NUMBERS**

## ANNEX D. LEGISLATED AUTHORITIES

| Relevant Legislation  | Description   |
|---|---|
| <b>bylaw</b>  | Sunshine Coast Regional District Emergency Measures Plan and Administration Bylaw No.564, 2005  |
| <b>Emergency Program Act, Section 12(1) and 9(1)</b>                          | 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"  |
| <b>Fire Services Act, Section 25</b>  | <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>   |
| <b>Public Health Act, Section 28 (1), 29 (2) (a), 31 (1), 31 (2) (b) (ii)</b> | <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"> <li>(a) to determine whether an infectious agent or a hazards agent exists, or likely exists;</li> <li>(b) (b) to prevent the transmission of an infectious agent or a hazardous agent.</li> </ul> <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"> <li>(a) to determine whether a health hazard exists;</li> <li>(b) to prevent or stop a health hazard, or mitigate the harm or prevent further harm from a health hazard;</li> <li>(c) to bring the person into compliance with the Act or a regulation made under it;</li> <li>(d) to bring the person into compliance with the term or condition of a license or permit held by that person under this Act.</li> </ul> |

|   |  |
|---|--|
|   | <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><b>Environmental Management Act, Section 91.4, 91.2 (2)(c)</b></p> | <p>91.4 (1) The government may carry out actions described in section 91.2 (2) [responsible persons — spill response] if an officer considers that:</p> <ul style="list-style-type: none"> <li>(a) a spill has occurred or there is an imminent risk of a spill occurring,</li> <li>(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</li> <li>(c) one or more of the following apply:             <ul style="list-style-type: none"> <li>i. there is no responsible person in relation to the spill;</li> <li>ii. an officer has reasonable grounds to believe that government action is required to safeguard the environment, human health or infrastructure; and</li> <li>iii. the responsible person in relation to the spill requests that the government assist with spill response and recovery actions.</li> </ul> </li> </ul> <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"> <li>i. advise persons to take protective action in relation to the spill</li> <li>ii. protect infrastructure, and protect, recover and restore the environment.</li> </ul> |
| <p><b>Oil and Gas Activities Act (OGAA), Section 51</b></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 hazard 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><b>Wildfire Act, Section 11, 13 and 14</b></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</p> <p>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"> <li>(a) posted in or near the specified area,</li> <li>(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</li> <li>(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.</li> </ul> <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><b>Indian Act, Section 81</b></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"> <li>(a) to provide for the health of residents on the reserve and to prevent the spreading of contagious and infectious diseases; and</li> <li>(b) the regulation of traffic.</li> </ul>  |

## ANNEX E. EVACUATION MANAGEMENT FLOW CHART

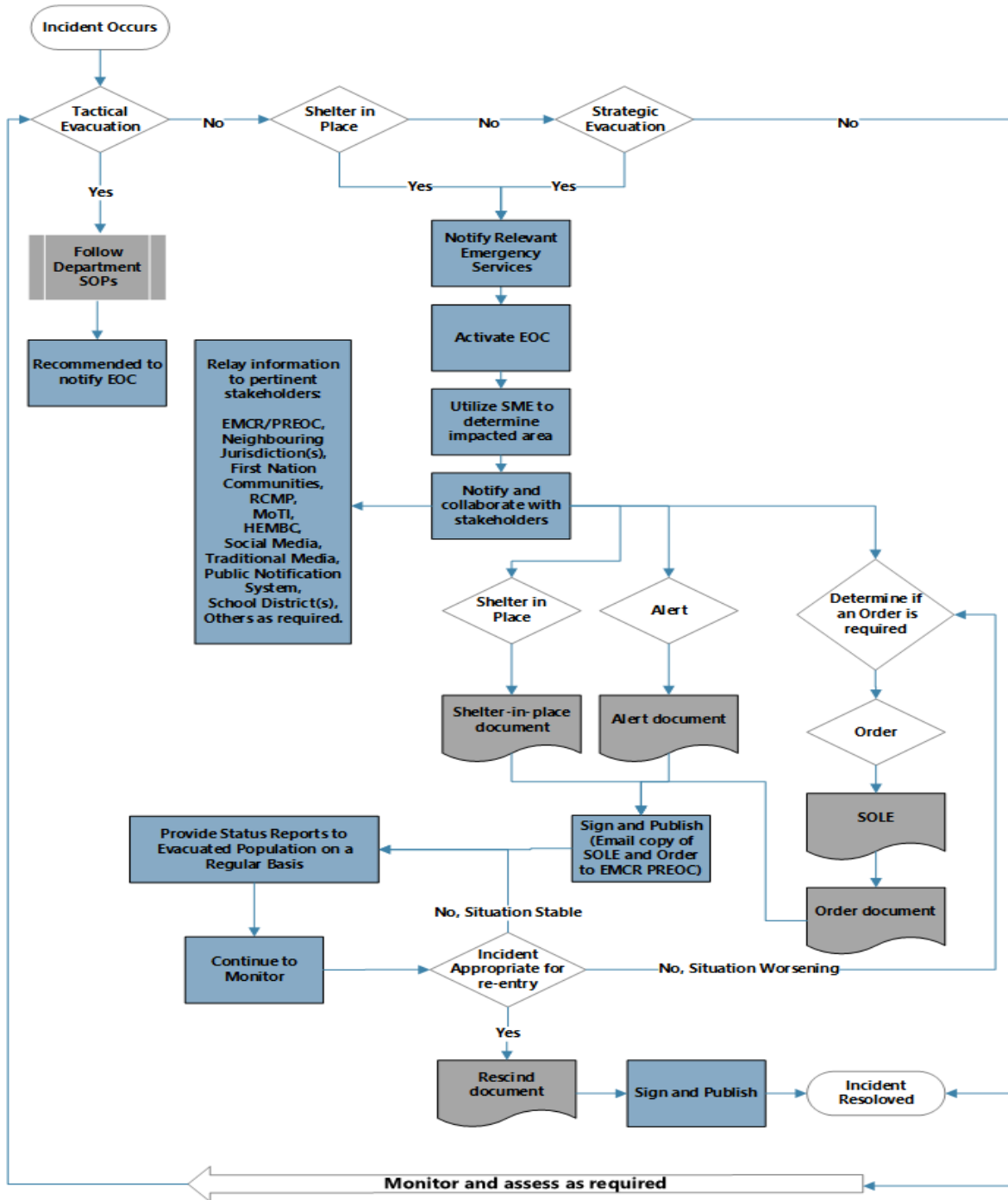


Figure 3: Emergency Management Decision Making Flowchart



## **ANNEX F. PROVINCIAL, FEDERAL, AND NGO ROLES & RESPONSIBILITIES**

The following section briefly outlines the roles and responsibilities for provincial, federal, and private and non-governmental organizations (NGOs) as they relate to evacuations.

### **F.1 PROVINCIAL GOVERNMENT**

#### **F.1.1 Emergency Management BC (EMCR)**

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
- Accesses provincial volunteer resources (Search and Rescue, ESS Mobile Support Team, Provincial Emergency Radio Communications Service, Air, Road Rescue) as required.

#### **F.1.2 Agriculture, Ministry of (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

- 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

### **F.1.3 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
- Provides technical expertise where requested

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

- Provides resources, communications and logistical support

### **F.1.4 Children and Family Development, Ministry of (MCFD)**

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

- Liaises with EMCR 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
- Upon request, liaises with communities to assess need for local MCFD representation during major evacuations

### **F.1.5 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. 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
- Prior to Evacuation Rescind, works closely with EOC/CC to establish timing of repatriation, and ensuring transportation infrastructure is in a condition to support evacuees returning home.

### **F.1.6 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
- Provides technical advice and specialist expertise, support services, and staff for PECC/PREOCs

### **F.1.7 Health Emergency BC / Provincial Health Services Authority**

- 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
- 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)

### **F.1.8 First Nations Health Authority**

Health Emergency Management facilitates coordinated FNHA activities in response to emergencies that may impact the health of BC First Nations community members.

## **F.2 FEDERAL GOVERNMENT**

### **F.2.1 Canadian Armed Forces**

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
- 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

### **F.2.2 Indigenous Services Canada**

Indigenous Services Canada (ISC) enters into service agreements with the Provinces, Territories or other response agencies, who in turn support evacuation from reserves during emergencies. ISC reimburses evacuation costs and supports First Nations and partners to resolve jurisdictional questions and other issues as they arise. Additionally, under ISC's Build Back Better Strategy Guide, the Department can contribute funding for additional social and cultural supports such as traditional foods and cultural continuity services.

### **F.2.3 Royal Canadian Mounted Police**

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

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

### **F.2.4 Canadian Coast Guard**

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

### **F.3 PRIVATE / NON-GOVERNMENTAL ORGANIZATION**

#### **F.3.1 Canadian Red Cross**

Upon invitation from local authority and with approval from EMCR for funding, the Canadian Red Cross (CRC) 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
- Support family reunification

#### **F.3.2 Ground Search and Rescue**

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

## **ANNEX G. EVACUATION ORDER TEMPLATES**

The following evacuation order templates have been included here for quick reference. For additional support templates please reference the Evacuation Operational Guide for First Nations and Local Authorities in British Columbia.

- 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]

## **ANNEX H. STAKEHOLDER ENGAGEMENT**

### **H.1 LIST OF STAKEHOLDERS INTERVIEWED & FOCUS GROUPS**

In order to support the alignment of Tuwanek Evacuation Route Plan with existing community plans and procedures, engagement sessions (community sessions or individual interviews) were conducted with relevant organizations and individuals. The following organizations were selected in collaboration with the Sunshine Coast Emergency Program Coordinator

- shíshálh Nation
- Egmont and District Volunteer Fire Department
- Sechelt Fire Department
- Gibsons and District Volunteer Fire Department
- Royal Canadian Mounted Police
- BC Ambulance
- BC Wildfire Service
- BC Ferries
  - Manager-Powel River Terminal
  - Manager-Langdale Terminal
- Vancouver Coastal Health
- SCR D Search and Rescue
- Sunshine Coast Transportation Advisory Committee (TRAC)
- School District 46
- The BC Ministry of Transportation and Infrastructure (MOTI)