Community Food Assessment (CFA)

“A CFA is a powerful way to tell the story of what is happening with food in a community, and to mobilize efforts to improve the food system. Through such assessments, diverse stakeholders work together to research local food system, share findings, and implement changes based on their findings and recommendations.”

Community Food System Assessment
Washington State University Extension Service
Assessment Priorities

- Food Production & Consumption
- Food Access
- Municipal Policy & Planning
Municipal Planning / Policy Working Group

• Hired Consultant with Land Use Planning expertise

• Reviewed OP

• Reviewed OP with similar features i.e. rural, lack prime agricultural lands, seasonal tourism major economic base
Municipal Planning / Policy Working Group

- Environmental Scan
- Interviews with key stakeholders
- Set priorities around food systems
Results to date

- Completed Food and Official Plan Report
- Presentations to both the County-wide and 4 Township Councils
- Meeting with local planners and policy-makers
Reviewing Official Plans

Using the *Guidelines for Reviewing Official Plans* tool developed by HKPR:

- Review OP for content & language that “supports and promotes” healthy communities
- Review OP for content & language that “inhibits or restricts” healthy communities
- Highlight both sets of content & language and identify opportunities for improvement
## Sustainable & Accessible Transportation

**Goal 1:** Reduce automobile dependency by encouraging, supporting and promoting active transportation infrastructure of all ages and physical abilities.

### Objective 1.1
Build compact neighbourhoods with a mix of land uses to support pedestrian and cycle environments.

<table>
<thead>
<tr>
<th>No.</th>
<th>Policy</th>
<th>Guidance</th>
<th>Evaluation</th>
<th>Suggestions / Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1.1</td>
<td>Land use designations and transportation master plans should prioritize patterns and densities that support active transportation, public transit, and pedestrian and cycling oriented development.</td>
<td>Will it be easy for residents to choose a non-automobile option for getting from point A to point B? Key words to look for: compact, transportation options, transit, cycling, active transportation, pedestrian, walking, etc.</td>
<td>□ Yes □ Partial □ No</td>
<td></td>
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<tr>
<td>1.1.2</td>
<td>A diversity of land uses will be provided such that schools, workplaces, public facilities and services, retail outlets, healthy food outlets, cultural and community centers, and places of recreation are in convenient and safe walking and cycling access and travel distances.</td>
<td>Is consideration given to the accessibility between residential uses and employment, shopping, educational, recreational areas? Does policy support a land use pattern, accommodation of patterns and types of uses and densities that most walking and cycling access occur to recreation?</td>
<td>□ Yes □ Partial □ No</td>
<td></td>
</tr>
</tbody>
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[www.HealthyCommunitiesHPE.ca](http://www.HealthyCommunitiesHPE.ca)
Questions?

Comments?
For follow up

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