

**GEOG\*2260 Research Report:  
Fresh Fruit and Vegetable Consumption in Guelph**

Aoi Cairns, Taylor Hayes, Katherine O'Hearn, & Carly Thrasher

University of Guelph  
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## Introduction

Our research addressed the question: “What community design elements affect fruit and vegetable consumption in areas east of Victoria Rd, Guelph?” We were interested in examining which factors residents felt affected their access, how these factors affected access, and their perceptions of fresh fruit and vegetable (FFV) access, quality, and variety within their community. Our questions asked participants about community design elements such as public transportation, grocery store and other food retailer access, and use of community or backyard gardens. A full list of our questions, including prompts, can be found on page 15 in the appendices attached to this report. We were also interested in the regular grocery shopping habits of participants, including choice of grocery store, amount of FFV usually purchased, and how they perceived the quality and variety of FFV offered in their area.

Our study area was bounded by the Guelph municipal boundary to the north and east, Victoria Road to the west, and York Road to the south. This corresponds to areas 13 (Brant) and 18 (Grange Hill East) on the map provided to us by Wellington-Dufferin-Guelph Public Health, which can be found on page 14 in our appendices. The nearest grocery stores to our study area - Food Basics, Zehrs, and Fresh Co - are about 5-7 minutes away by car, located outside of the community, but commute time rises to around 40 minutes by bus or walking. In Grange Hill East, the most central food retailers in the suburban area are a convenience store, and pizza restaurant. Moving west towards Victoria Road, there is another pizza restaurant and coffee shop. There is a community garden located within Grange Hill East at Peter Misersky Park. There are no food retailers within the Brant area, although there is a Tim Horton's and convenience store located just west of this area past Victoria Road.

## Context

In our study in the City of Guelph, we addressed both proximity and access to understand their impact on residents in our study area. These were some of the factors studied by Strome, Johns, Scicchitano, & Shelnett (2016), who examined how residents of food deserts in Jacksonville and Orlando, Florida, perceive their consumption of FFV. This study found that self-reported barriers to access, such as lack of locally grown FFV, were not significantly correlated with FFV consumption (Strome et al., 2016). They also found that access to supermarkets was not the only predictor of increased vegetable consumption, but that small neighbourhood grocery stores affect consumption as well (Strome et al., 2016). As a recommendation for community planners, they suggested that local-scale solutions such as increasing shelf space for FFV on small neighbourhood grocery stores may be more manageable and influential on FFV access in food-deprived neighbourhoods (Strome et al., 2016).

Two principles of healthy neighbourhood design discussed in the Healthy Built Environment Toolkit (Provincial Health Services Authority, 2014) were increasing neighbourhood walkability and connectivity. A study by Larsen & Gilliland (2008) discussed how these two factors affect grocery store access in London, Ontario. They found a lack of walking and transit access to supermarkets could affect the frequency of visits (Larsen & Gilliland, 2008, p. 12). Related to this, a study by Liese et al. (2013) found the only significant factor affecting FFV consumption was the frequency of visits to grocery stores, and that a larger number of grocery stores in a community were linked to frequency. If we apply this conclusion to Larsen & Gilliland (2008), it may suggest this lack of access is related to a lower frequency of

visits, and thus FFV consumption. This supports our hypothesis that improving walkability and connectivity could be a fundamental element in encouraging FFV consumption.

In the report provided by the Provincial Health Services Authority (PHSA), goals for healthy food systems are divided into three sections: “enhance agricultural capacity,” “increase access to healthy foods in all neighbourhoods,” and “improve community-scale food infrastructure and services.” Our research plan focused on the goal to “increase access to healthy foods in all neighbourhoods.” The report discussed the relationships between obesity and the distance of FFV distributors, and noted higher obesity levels are linked to a prevalence of unhealthy food retailers, such as convenience stores, in a neighbourhood (PHSA, 2014). The prevalence of unhealthy food options in the Grange Hill East area means that these options are more convenient for residents to access than grocery stores and other sources of FFV. While there are no food retailers in the Brant area, the presence of a Tim Horton’s and convenience store very close to this area indicate there may be similar patterns of access. As obesity rates are linked to FFV consumption (PHSA, 2014, p. 41), we were interested in gathering data on FFV consumption where there was a high amount of unhealthy food retailers, as it helped support our hypothesis that FFV consumption would be lower.

Section 3 of the PHSA report, “improve community-scale food infrastructure and services,” discussed the use and impact of gardening on community food systems. We believed this aspect was important in a city like Guelph, which has strong agricultural affiliations. We were also interested in whether community or private gardens were used in our study area, and if they offered access to FFV. Gardens can be easily overlooked as a factor, and it can be difficult to gather percentages of gardens within communities, especially those on private property. However, it was important to address its presence in our interviews, as it could be a source of realized access to FFV for individuals in Guelph. Another aspect of access discussed by Strome et al. (2016) was that meal preparation had a strong correlation with the amount of FFV that was consumed by an individual or household (p. 63). This finding highlighted the importance of including questions such as “How do you prepare your fruits/vegetables?” in our study, which informed an estimate of the amount of FFV consumed by our participants.

Many of the studies we reviewed used surveys to collect data on a variety of factors expected to affect FFV consumption and/or obesity rates in the areas studied. The most common result was that one or two factors had a significant effect, or none of the factors had significant impacts. While surveys may be a time and a money-efficient way to gather data from a large group of people, this method appears to be declining in its usefulness to provide new information on FFV consumption and how it relates to the built environment. As Larsen & Gilliland (2008) suggest, interviews with community members may be one of the most useful avenues for future research because it can help uncover and evaluate the influence of economic, personal, social, and geographic factors on FFV consumption (p. 13). As Liese et al. (2013) suggest, both elements of the built environment supporting FFV consumption (i.e., grocery stores) and personal perceptions of access to healthy and high-quality foods may be drivers for choosing certain grocery stores (Liese et al., 2013, p. 2601). By examining these constraints in interviews, we gained a more nuanced perspective on why residents choose certain grocery stores, whether they felt these stores offer an adequate quality and variety, and how accessibility plays a part in FFV purchase and consumption.

## Methodology

We conducted a total of 9 semi-structured phone interviews over the course of a month. All participants were (i) at least 20 years of age, (ii) resided within area 13 or 18 as defined on the attached map, and (iii) had been grocery shopping in the past month. Interviews were audio recorded then transcribed, with the original audio files deleted post-transcription. Our interviews ranged between 5 and 20 minutes in length. We chose to use interviews rather than surveys as many of the studies we examined suggested interviews be used to gain residents' opinions and personal thoughts on FFV access, rather than just statistics. By focusing on a smaller section of Guelph, we were able to gain a more nuanced understanding of the “whys” of individual FFV consumption and grocery store access in this region of Guelph, and hopefully can provide useful avenues for future research at any scale.

Following transcription, we examined each interview to code for common themes shared between participants, then linked these initial themes to 3 features discussed in the Healthy Built Environment Linkages Toolkit provided to us by Wellington-Dufferin-Guelph Public Health. We examined the themes of convenience, inconvenience, farmer's markets, gardens, time, distance, and access. These themes were then linked to the features of Healthy Neighbourhood Design, Healthy Transportation Networks, and Healthy Food Systems. Next, we re-examined the transcripts to look for quotes which best represented participants' feelings about fruit and vegetable access in their community, including those that were representative of a majority of participants, and outlying opinions. Quantitative components of our questions were tallied in an Excel document, such as the percentages of FFV which participants usually buy, and their primary transportation methods for getting to the grocery store. While we were interested in comparing factors such as transportation method and percent of FFV purchased, our small sample size made it impractical to draw any definite conclusions or correlations.

## Findings

A breakdown of the ages of our participants can be found in Figure 1 below.

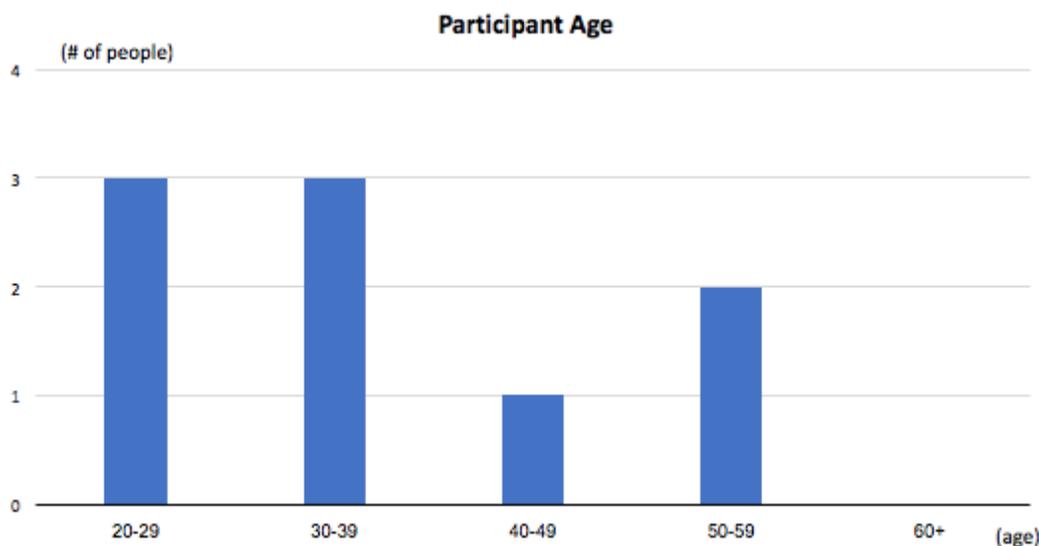


Figure 1. Participant Ages.

6 out of 9 of our participants shopped at the Zehrs on Eramosa Road, 2 participants shopped at the No Frills located on Gordon Street, and 1 shopped at the Zehrs located on Clair Road (see Figure 2).

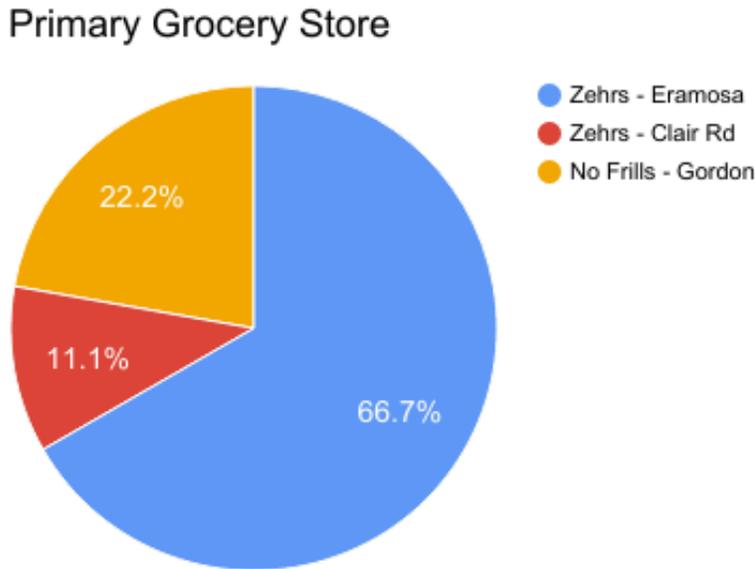


Figure 2. Primary Grocery Stores Accessed.

Perceptions of quality and variety differed between participants using the same grocery store, which we expected when designing our research. 7 out of 9 said they consume more FFV in the summer than any other season, while 2 said there was no change between seasons (see Figure 3). None of our participants stated they consume more FFV during the fall or winter.

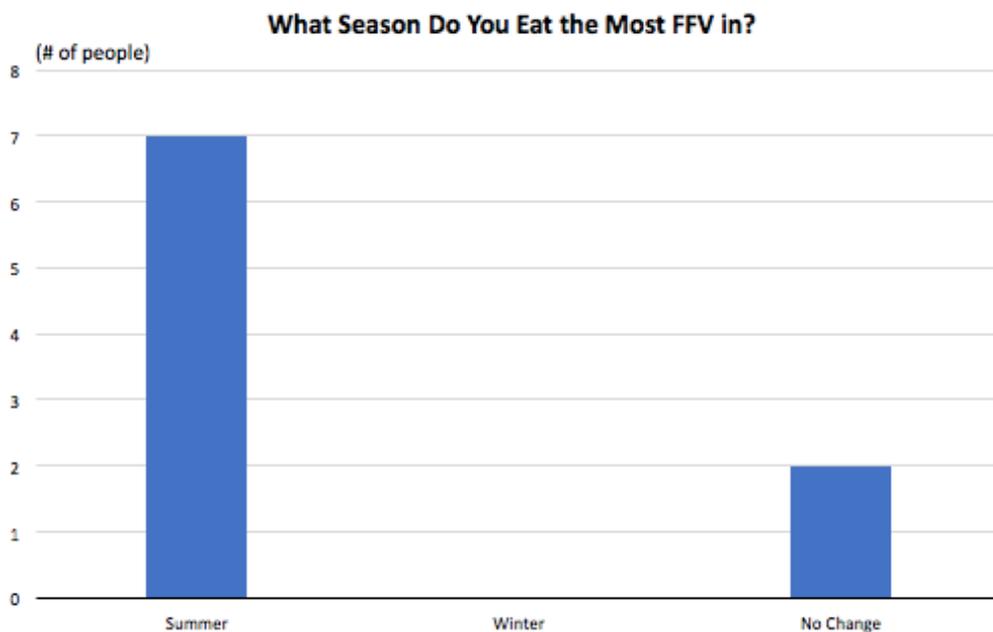


Figure 3. Changes in FFV Consumption by Season.

One of our questions asked, “On average, what percent of your grocery cart consists of FFV?” Responses to this question were quite varied, as can be seen in Figure 4. However, we did note only 3 participants self-reported they regularly have a cart filled with more than 50% FFV.

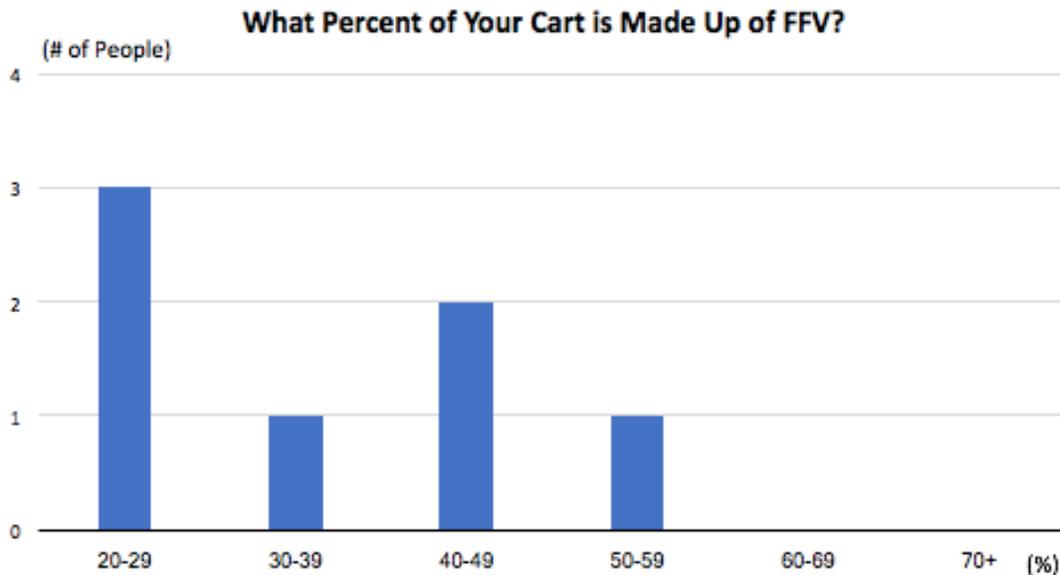


Figure 4. Percentage of FFV in Grocery Cart.

Due to our small sample size, we were unable to detect any correlation between variables, such as whether mode of transportation affected the amount of FFV purchased. The following sections will discuss our findings according to 3 of the principles discussed in the Healthy Built Environment Toolkit.

### Healthy Transportation Networks

While mode of transportation did not seem to affect the amount of fruits & vegetables purchased, we were unable to find participants who did not use a car as their primary method of getting to the grocery store. Yet, as one of our participants noted in the quote seen below, the transportation options available have the potential to affect mobility in certain populations:

You want to make sure that those grocery store options are available on bus routes. A lot of times I will be carrying four heavy bags and then I realize this would be harder if I wasn't a 29 year old male. If you are a 75-year-old lady it will be a lot harder to carry those fresh fruits and vegetables.

A few of our participants were interested in having more options for grocery stores and food retailers that enabled active transport, such as walking or biking to purchase FFVs. One participant noted: “If there were smaller independent markets around that we could walk to, bike to or get to, that would probably be a huge help.” Another participant told us walking would not be feasible “because it would take well over 30 minutes, and I would have to walk home with all the stuff.” As all of our participants drove to get to the grocery store, we were unable to speak with anyone who used active transport to access FFV in this area, however based on the responses we received from drivers, it appears this is not the most desirable option for grocery

shopping. Some mentioned driving was the only way they could get to grocery stores like Zehrs and No Frills because of the distance, and those who visited the Guelph Farmer's Market during the summer also drove there because distance made it difficult to use active transportation.

### **Healthy Food Systems**

Throughout our research, we continually heard from many of our participants that they shop at the local pop-up market stands found in their area during the summer. These pop-up stands encouraged our participants to consume more FFV, and they said the quality and variety found at the pop-up stands were better than at grocery stores. 77% of our participants said their FFV consumption increased during the summer (Figure 3), as quality and variety were better at grocery stores and other food retailers. We also found that perceptions of quality and variety differed between participants using the same grocery store. Some noted that they would be willing to pay more for better quality, while others said the quality and variety was just as they would expect at a certain price point. Each of our participants stated the word "local" and its importance to healthy eating. One of our participants noted their current grocery store's variety is below average when compared to local stands: "[about variety] Not bad. Not as good as the local stuff in the summer time, but it's acceptable."

When asked about use of the Guelph's Farmers Market, almost all our participants stated they had not been there, or that it was too busy when they visited. We also asked if they had ever used a community garden, as there was one located within Grange Hill East at Peter Misersky Park. Only 3 out of our 9 participants knew about the community garden in this area, but none of these 3 participants had made use of it. Their knowledge of the community garden was limited to friends who had used it, or simply that it existed. 3 of our participants mentioned they have a home garden, but noted the food grown there did not contribute significantly to their food consumption. When asked about barriers to using a home garden, some participants said they felt they did not have adequate knowledge or skills to commit to using one.

### **Healthy Neighbourhood Design**

Our capstone question asked participants how they thought fruit and vegetable consumption could be improved in their area. After completing interviews with 9 participants, it was clear that having new options for accessing FFV were very important to them. The local community design elements that were continuously brought up were grocery stores and pop-up fruit and vegetable stands. As one participant states, "Definitely keep the little farmer's markets that pop up. Don't ever get rid of those." From their comment, it is clear that these vendors are strongly appreciated and relied upon by the community. The proximity of food retailers to the community was another common theme many participants mentioned in their interview. For instance, one participant's recommendation for improving FFV consumption was:

Having a local store in the East End, that I can buy fruits and vegetables in close proximity. When you live in a city, you kind of expect your tax money will be used for proper planning and options that are close.

It was clear that residents had different preferences for the type of FFV provider which might develop in the future in their area. A third of our participants noted they did not want to be paying inflated prices for produce, but also did not want to reduce the quality of FFVs to save

money. For instance, one of our participants stated: “I’d say you’re going to downgrade going to a “cheaper” store [No Frills],” while another said, “If they had a grocery store there [in downtown] that wasn’t Goodness Me...Goodness Me is kind of expensive...that would be perfect.” While these observations reflect the grocery stores and areas participants shop in currently, we would expect these preferences to extend to any future developments in Grange Hill East and Brant. Although our participants discussed different elements of FFV consumption, it was clear they all were interested in local and reasonably priced food options.

## **Discussion**

### **Healthy Transportation Networks**

The first principle of healthy transportation networks discussed in the PHSA report is that they should enable mobility for all ages and abilities (PHSA, 2014, p. 21). One of our participants noted that older adults may find using public transportation to get groceries more challenging than younger residents, as the distance travelled and weight of groceries can inhibit their mobility. One of the dimensions of access studied by Strome et al. (2014, p. 62) was whether routes taken by public transit can provide sufficient access to healthy foods. Sufficient access depends on individual needs, as some may consider an hour round trip a barrier to access, while others have personal mobility concerns or limited mobility when using public transit. It is important that all residents in this area not only feel they have potential access to existing or new food retailers, but also exercise this as realized access by ensuring active transportation options are convenient for the day-to-day activities of any age and ability. By improving access to grocery stores and other food retailers, there is a greater potential for residents to access FFV.

This plays into the second principle, which is that active transportation should be convenient and safe (PHSA, 2014, p. 39). This principle also aims to reduce the risk of unintentional injury when using active transportation systems like public transit, biking, and walking (PHSA, 2014, p. 39). Several of our participants felt that using active transportation to access FFV was inconvenient due to the large distance to existing grocery stores, outside of their community. Some expressed they would be interested in accessing smaller, independent markets like the pop-up fruit and vegetable stands by walking or biking, but that this desire to use active transportation was inhibited by a lack of access to food retailers. The relationship between frequency and FFV consumption, as discussed by Liese et al. (2013) and Larsen & Gilliland (2008), indicates that increasing frequency of grocery purchases can increase FFV consumption, as concerns about freshness are reduced when fresh foods are bought and consumed more often. Centralizing these smaller neighbourhood markets in areas which lack dedicated grocery stores could reduce the amount of groceries purchased on single trips, making buying FFV more feasible as residents could purchase them several times in a month. This would enable residents to walk, bike, or use public transit to get to these retailers, as the distance and time needed to travel to them would be substantially reduced.

### **Healthy Food Systems**

The overarching vision for healthy food systems on the PHSA report was for “a built environment that can support access to and availability of healthy food for all” (PHSA, 2014, p.29). One guiding principle for accomplishing this task was to increase access to healthy foods in all neighbourhoods. In our research, we found that with a lack of accessible grocery stores, our

participants emphasized the importance of pop-up market stands in their area. As the only food options available in areas 13 and 18 are convenience stores and pizza restaurants, there may be a lack of FFV consumption due to decreased access. Strome et al. (2014) found that increasing consumption of fast food was correlated with a lower likelihood of consuming fruits and vegetables on a daily basis, stating that “each additional instance of fast food consumption reduced the likelihood of consuming fresh fruit daily by close to 20%.” (p. 66). As the only food retailers close to these areas are convenience stores and pizza restaurants, residents in areas 13 and 18 may be more likely to access fast food due to inconvenience of time and distance to travel to proper grocery stores. This principle also aims to have affordable prices for food, including FFV, which can help decrease obesity rates (PHSA, 2014, p. 30). As our study area does not have an affordable, good quality grocery store, residents may not eat the daily minimum of 7 fruits and vegetable servings recommended by the Canadian Food Guide (Dietitians of Canada, 2017).

Another principle stated in the PHSA report was to improve community-scale food infrastructure and services. This principle aims to accomplish this through community/backyard gardens and community kitchens to improve cooking skills and teach healthier behaviours (PHSA, 2014, p. 30). Only a small amount of our participants used a home or community garden, and no participants had taken cooking classes. This shows that awareness and advertising of community-based programs has been inadequate in this area, which may extend to other areas in Guelph. Through our research, we found 4 places in which residents can attend cooking classes in Guelph: Thyme to Cook, LCBO, Italian Cuisine and Goodness Me! These cooking programs could help improve cooking skills and confidence in the kitchen, as well as encourage a sense of community and togetherness between residents.

### **Healthy Neighbourhood Design**

After analyzing our themes related to healthy neighbourhood design, it was clear our findings could be subdivided into the themes of proximity and price. These two themes played a significant role in determining FFV consumption in the area. Focusing first on location, one of our participants stated, “Our neighbourhood just really needs a closer grocery store, because people have to go out of their way to go get their fruits and vegetables, which is going to make them less likely to do so.” Their analysis targets an element which we assumed going into the study: some individuals will eat less FFV if the commute is too far. This correlation mirrored the findings discussed in the work provided in the PHSA report - if individuals do not have easy and close access to FFV, they may resort to unhealthy options which are easier to access (PHSA, 2014). Overall, this can cause increased obesity rates and poor nutrition within the area. The influence of price on FFV consumption was another theme regularly discussed by our participants, who mentioned they did not like to pay increased prices for produce. For instance, one noted, “I think I would probably buy more if it wasn’t as expensive to buy fruits and vegetables.” While price can often be a limiting factor on purchasing goods, we were surprised to find participants would avoid buying a substantial amount of FFV due to the price. This is problematic from a health perspective because individuals are limiting their FFV intake due to barriers to access. Based on these findings, it would be beneficial if the City of Guelph was able to develop a reasonably priced grocery store within the area. By doing so, healthier diets will be introduced, and nutrition intake could increase.

As discussed in our literature review, improving community walkability and connectivity may help improve FFV consumption by increasing the frequency of visits to grocery stores and other food retailers (Liese et al., 2013; Larsen & Gilliland, 2008). The nearest grocery stores to our study area are about 5-7 minutes away by car, located outside of the community, but commute time rises to around 40 minutes by bus or walking. One of our participants stated their frequency of visits had changed when they moved to the East End: “Because it’s ten minutes we tend to drive. Before at my old house we would walk, but now that it’s far, we have to stock up, so there is no other option but to drive.” As Larsen & Gilliland (2008) suggest, a longer commute time may reduce the frequency of visits, which may, in turn, reduce the amount of FFV purchased and consumed due to the shorter shelf lives of these products. Improving walkability could make it easier for residents to access grocery stores and other food retailers, encouraging them to use active transport rather than always driving to supermarkets.

### **East End Grocery Stores in the Media**

In 2006, the City of Guelph’s commercial policy review was approved, which proposed mixed-use commercial zones in the north, south, east and west ends of the city (Hallett, 2017a). While development has taken place everywhere else, residents in the east end have waited for more than ten years for development, yet no progress has been made (Hallett, 2017a). Guelph’s mayor, Cam Guthrie, noted that almost every day, residents from this area approach the City to ask about the promised development in the east end (Hallett, 2017a). While the City has paid attention to this issue, they have been unable to take decisive action, because the only land big enough to accommodate a grocery store in the east end is at the intersection of Starwood Drive & Watson Parkway, which is owned by Loblaws (Saxon, 2017). This land is located within the Grange Hill East section of our study area. In the early 2000s, Loblaws was proceeding with plans for commercial development, and started building a plaza at this location (Saxon, 2017). However, it called off its plans when Wal-Mart won approval to develop on Woodlawn Road, and since then, the company has not restarted development as they already have a monopoly on grocery stores in Guelph (Saxon, 2017). Instead, they have invested a large amount of money to upgrade current grocery stores in Guelph, rather than build a new one in this area (Saxon, 2017).

The most obvious solution for this issue would be to convince Loblaws to build a grocery store in this area - which if it did, may take up to 16 months - however, the company has suggested the City should focus on residential development in the east end instead (Hallett, 2017a). However, Ward 1 councillor Dan Gibson put forward a motion for commercial development in the east end to City Council, which was approved with modifications following their March 6th meeting (Hallett, 2017b). This “Plan B” seeks to avoid complications in the Starwood-Watson area by amending zoning in the York Road area to allow a supermarket to be built (Hallett, 2017b). This would certainly be a great step towards improving grocery store access in the Grange Hill East area, however, we do have concerns that this will not alleviate the concerns of residents in the Brant area.

### **Future Research and Limitations**

Future studies should consider how residents without access to cars perceive their access to grocery stores and other sources of fruits and vegetables in this area of Guelph. Unfortunately, our study was unable to find an individual who relied on buses or active transport to obtain FFV. These individuals would have offered an interesting perspective to the study, as well as provided

more diverse responses. It would also be helpful to conduct research in the summer, when residents will be accessing the farmer's market and pop up stands, as they mentioned in our interviews. This would allow researchers to conduct casual interviews with individuals visiting these locations, and allow participants to comment on this form of FFV access while experiencing it, rather than recalling opinions from memory. We also would recommend use of focus groups to gather a substantial amount of participants' opinions, which would allow researchers to gain community perspectives, and participants to build on ideas expressed by other residents. This could allow for more detailed findings and stories to become vocalized, which did not occur during one-on-one interviews.

### **Conclusions and Recommendations**

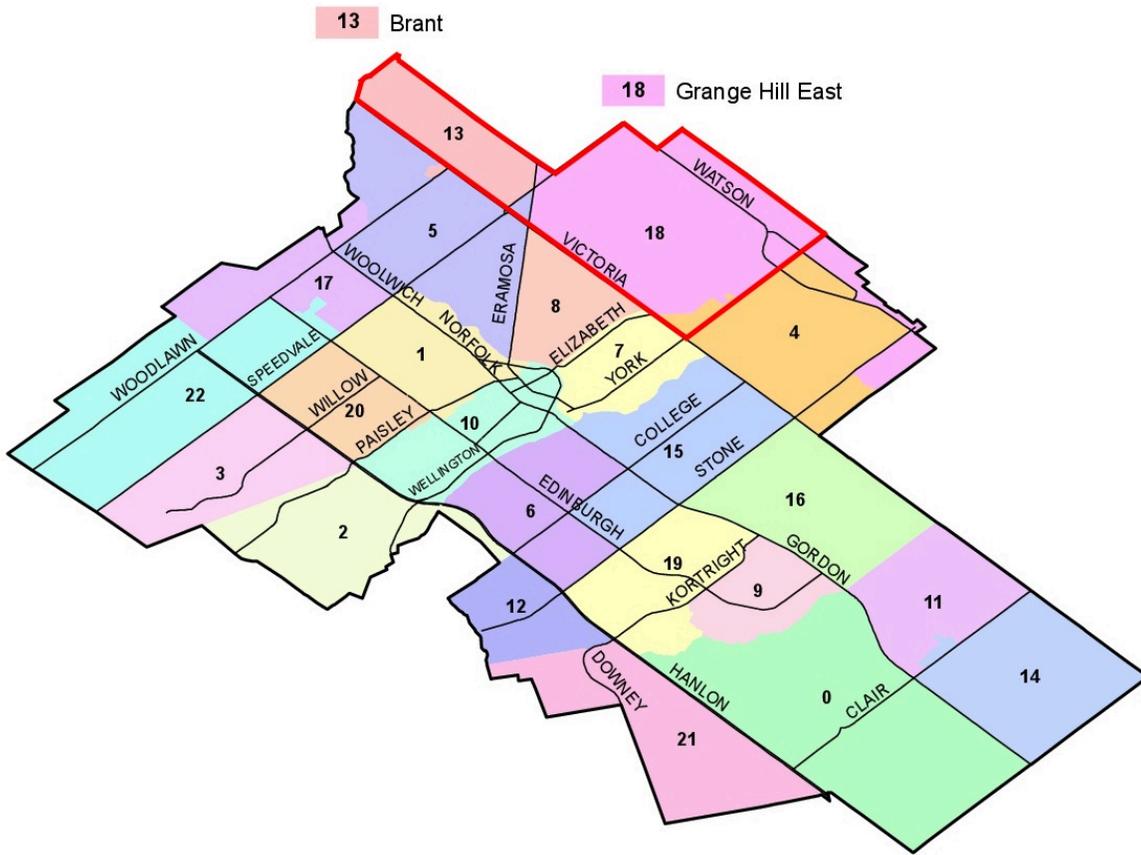
Based on our research, our recommendations for the City of Guelph are as follows. First, having more pop-up fruit and vegetable stands can help alleviate residents' concerns about getting local food. Improving the quality and variety of fresh food at the stores currently used by residents, such as the Zehrs on Eramosa, could also help with this goal. Third, there should be a grocery store in the area to make it easier for residents to access fruits and vegetables, as well as other healthy food options. The motion approved by City Council to re-zone areas of York Road to permit supermarket development (Hallett, 2017b) is a step in the right direction, however, this would not substantially increase access for residents in the Brant area. On the community scale, we suggest offering community engagement programs for healthy cooking skills and improving awareness of community gardens. As we found while conducting our interviews, if residents are not aware of programs like community gardens, they will not be used. These programs can also help encourage a sense of togetherness and community among residents.

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## **Appendices**

## Guelph Study Area



### Guelph Neighbourhood Legend

0 Clairfields	8 St. Georges Parkway	16 Hales Barton
1 Exhibition Park	9 Rickson Ridge	17 June Avenue
2 Parkwood Gardens	10 Downtown - Sunny Acres	18 Grange Hill East
3 West Willow Woods	11 Pine Ridge - Westminster Woods	19 Hanlon Creek
4 Non-Residential - B	12 Dover Cliff	20 Onward Willow
5 Waverley	13 Brant	21 Kortright Hills
6 Old University	14 Non-Residential - C	22 Non-Residential - A
7 Two Rivers	15 University	

Source: Wellington-Dufferin-Guelph Public Health

### Interview Questions with Prompts

1. How often, on average, do you go to the grocery store in a month?
  - Why do you go \_ times a month? / Do you do a full grocery shop every time
  - Where do you usually grocery shop?
  - Why do you shop there?
  - How many people are you usually buying for?
2. If you had to estimate, the last time you went grocery shopping, what percentage of your shopping cart was made up of fresh fruits and vegetables (FFV)?
  - What fruits and vegetables do you usually purchase?
  - What do you think of the quality and variety of FFV at your grocery store?
  - Would you like to be buying more FFV? If yes, do you feel there are any barriers preventing that?
3. How do you get to the grocery store in your community? Walking, biking, transit or driving?
  - How long does it take for you to bike / walk there?
  - If driving, do you drive or do you go with a family / friend?
  - How long does the drive take?
  - Would you ever consider taking another mode of transportation? and why?
  - If there was a grocery store within a 10min walk from your house, would you consider walking/biking, or using the bus? If not, why?

#### **BUS**

- What bus route do you take?
  - How long does it take for you to get to your stop?
  - How long is your bus ride?
  - Do you think the bus is a convenient way to get around in your neighbourhood?
4. Does your method of transportation ever change between summer and winter?
    - Does weather affect your type of transportation?
    - If primary method is walking/bus, do you ever delay a trip until weather changes? Why?
    - If so, is there a reason why you use this new method of transportation instead?
  5. How confident do you feel in your knowledge of how to prepare FFV?
    - How do you prepare your FFV?
    - Where did you learn to cook?
  6. Do you feel there are healthy food options available in your area?
  7. Do you think you eat more FFV's during a particular season over any others?
    - Why do you think the amount of FFV you eat changes during this season?
    - Do you find you are buying different FFV depending on the season? What do you usually buy?
    - Do you find that the quality changes based on season?
    - Have you ever been to the farmer's market in the summer? If so, what was your experience there?
  8. Have you ever grown fruits or vegetables in a garden at home?
    - If yes, which FFV were grown there?
    - If not, would you be interested in using one?

- Do you think you have the knowledge/skills to grow your own garden?
  - Do you feel there are any barriers to using a home garden? (land, animals, time, knowledge)
9. Have you ever used a community garden in Guelph?
- If yes, what was your experience there?
  - If no, did you know there is one in Peter Misersky Park? It's on Hadati Rd.
  - If no, why not, what prevents you from wanting to?
  - Do you feel there are any barriers to using a community garden?
10. What kinds of changes could be put in place by businesses, the City, or community organizations that would enable you to eat more FFV?

**Demographic Information**

- What year were you born in?
- What is the highest level of schooling you have completed?