

Community Association Response



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TO: Jay Gu, File Manager, City of Calgary

RE: LOC2024-0169 LAND USE REDESIGNATION FOR DAYCARE USE

The Acadia Community Association Planning and Development Committee is writing to provide comment on the above application in our community. This application seeks to amend the Land Use at 9316 Fairmount Drive SE to a Direct Control district based on the H-GO land use for the purpose of allowing a daycare (Child Care Service) with a capacity of up to 65 children. There is also a concurrent Development Permit under review by the City for this site.

The Community Association does not support the proposed land use in this location. We are mindful of the need for more daycare uses in our community, however we are concerned that the scale of the proposed Child Care Service use is not appropriate to this site based on two key principles:

1. The proposed use is commercial rather than home-based child care and therefore does not align with the local policy plan; and
2. High likelihood of traffic and other negative impacts on adjacent residents.

Heritage Local Area Plan Misalignment

The site is noted in the Heritage Local Area Plan (LAP) as Neighbourhood Connector, which per policy 2.2.1.4 is intended to be primarily residential with supporting live-work or home-based businesses. The proposed number of children exceeds the number allowed under Home Based Child Care (up to 7 children) which is a permitted use in the H-GO district, thus a Direct Control district is required to add the Child Care Service use.

The proposed 65 children is far above the threshold for what can be considered a home-based business and in our opinion represents a commercial use, which is not aligned with the intention of the Neighbourhood Connector designation.

Traffic Concerns and Residential Context

The site is surrounded by single-detached dwellings and is located on a crescent which currently operates as the primary school bus access route for David Thompson School. This roadway

already experiences high peak hour traffic demand in the morning and afternoon, which would be the same travel times as for this child care facility. With a proposed 65 children and 13 staff members on site each weekday, community members have expressed strong concerns about traffic and parking which are also being discussed through the DP review process.

The applicant has suggested that a shuttle bus service will be used to transport children, and staff to and from the facility each day. We appreciate their willingness to consider potential solutions for congestion management, but we note that there is no way to condition this commitment through either Land Use or Development Permit approvals. We also know that many parents choose to drop off and pick up their children regardless of such incentives.

Members of the community have also expressed concerns about proposed on-site parking solutions through the Development Permit, given that the proposed shuttle bus parking on the south side of the side would require vehicular access less than 100m from a collector roadway and directly adjacent to the existing lane. It is our understanding that such an access would not typically be permitted under the City's design and construction standards, so it is unclear whether there will be any parking available on-site in the current design. We understand the applicant is undertaking a traffic study as part of the DP application, however this has not been made available to us for review as part of the Land Use.

Lastly, adjacent residents expressed concerns about having a commercial-scale daycare use next to them and referenced potential noise levels, waste & recycling, and general interface with existing single-detached dwellings.

As a community, we have experience with daycare facilities that have gotten it right, from both a contextual and site-specific perspective. Brightpath Acadia operates a child care centre on Acadia Drive and Fairmount Drive to the north, which provides a parking layby on the street and is contextually appropriate with a high school and place of worship across the street. Similarly, A2Z (the applicant) has established a successful child care business model with their facility located across from Fairview School further north. Again, we believe that context is key in that location which is adjacent to a school and place of worship.

In conclusion, we are not able to support this application at this time and encourage the applicant to consider a reduced number of children on site and a child care facility more in keeping with the context of the surrounding residences. We appreciate their commitment to engaging with us and informing us on the proposed development and will continue to work with them toward a solution that benefits all parties.

Sincerely,

Keith Simmons

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