DEVELOPMENT SERVICES
Staff Report

REPORT NO:	DS-2026-21
TO:	Council on July 27, 2026
SUBMITTED BY:	Andrew Martin, MCIP RPP, Director of Development Services
PREPARED BY:	Andrew Martin, MCIP RPP, Director of Development Services
	Cameron Miller, MA, MCIP RPP, Senior Development Planner
REVIEWED BY:	Jeff Willmer, Chief Administrative Officer
DATE:	July 15, 2026
SUBJECT:	Zone Change Application 07/26 – 148-166 Peel Street, New Hamburg

RECOMMENDATION:

THAT Report DS-2026-21 Zone Change Application 07/26 – 148-166 Peel Street, New Hamburg be received for information.

SUMMARY:

The application proposes a six-storey mixed use development with 49 apartment units. The project includes the partial demolition of the rear portions of the structure, while rehabilitating and adaptively reusing the 3-storey building fronting Peel Street. The ground floor of the building is proposed to contain commercial uses, with residential apartments above. The proposed redeveloped portion of the property fronting Wilmot Street would contain an addition with a stepped elevation increase from a single storey terrace, followed by a 4-storey and 6-storey addition.

BACKGROUND:

Notice of a Public Meeting was given to property owners within 120 metres of the subject lands on June 29, 2026. The following is a summary of comments received prior to the Public Meeting.

Public: (complete comments included as Attachment D)

Amy Domitrovic (Weber Street, New Hamburg) – concerns with scale, parking reductions, setback reductions, traffic concerns and infrastructure capacity.

Val Wigboldus (Forrest Ave East, New Hamburg) – concerns with parking and water consumption

Emily Hutson (Wilmot Street, New Hamburg) – concerns about parking, height and proposed reductions to setbacks

Nicole Weigel (Hastings Court, Baden) – concerns about parking, traffic, building height, infrastructure demands and waste collection

Lynn McMahon (Eby Crescent, New Hamburg) – concerns about parking and vehicle ownership

Mary Beth Toman (Shade Street, New Hamburg) – expressing support for the idea of the project, but expressing concerns with parking, traffic and the height of the building.

Laura Prust (Grandview Avenue, New Hamburg) – concerns with parking and design of the parking lot

Agencies:

Region of Waterloo – requesting a functional servicing report and identifying requirements related to a future site plan approval application.

WCDSB – no objections.

GRCA – including requirements related to topographic survey and floodplain extent as part of a future site plan approval application.

Enova – no concerns

REPORT:

The subject lands are designated Urban Core Area in the Township Official Plan, and are zoned Zone 6 (Commercial) within the Township Zoning By-law 83-38, as amended.

The application proposes a six-storey mixed use development. The ground floor of the building is proposed to contain commercial uses, with 49 residential apartments above. The proposed redeveloped portion of the property fronting Wilmot Street would contain a stepped elevation increase from a single storey terrace, followed by a 4-storey and 6-storey addition.

The following amendments would be required to support the proposed redevelopment:

1. Reduce the rear yard setback from 7.5 metres to 1.9 metres and 0 metres for an exterior terrace
2. Increase the maximum allowable lot coverage from 50% to approximately 57%.
3. Increase the maximum height from four (4) storeys to six (6) storeys
4. To reduce the required off-street parking requirements for a 49-unit apartment building from 74 to 49.

The development proposal includes ground floor commercial space with a salon and café proposed in the original Felt Boot Building, while the addition would contain spa amenities such as an indoor pool, massage rooms and an exterior terrace to serve the existing Puddicombe House operation. The upper storeys would contain residential apartments. The applicant has provided conceptual renderings to illustrate potential designs for the addition and site which are included as Attachment B.

The applicant owns the existing abutting commercial plaza at 144 Peel Street. To facilitate additional parking for the proposed Felt Boot redevelopment, a portion of the rear of the plaza is proposed to be demolished. The residential portion of the development proposes 49 parking spaces (a ratio of 1 parking space per unit) as opposed to the current residential requirement of 1.5 spaces per unit. In support of the proposed parking reductions, the applicant has

provided a parking analysis (included as Attachment C), which highlights the anticipated parking demands of the site, stating that additional commercial parking will be accommodated through other lands in downtown New Hamburg held in common ownership with the applicant as well as the availability of nearby municipal parking lots such as the 104-space parking area in Kirkpatrick Park and along Wilmot Street.

The properties form part of the New Hamburg Heritage Conservation District. As this proposal contemplates demolition of the rear portions of the structures facing Wilmot Street, the Heritage Wilmot and Castle Advisory Committee (HCAC) has been circulated for comments. Likewise, they will also be asked to comment on the proposed adaptive reuse of the main structure (Felt Boot Building) due to its heritage features. Full comments from HCAC are anticipated to be available as part of a future staff report for Council consideration.

At such time as all agency comments and any additional comments at the Public Meeting have been received and reviewed, staff will return to Council with a detailed report and recommendation on the application.

ALIGNMENT WITH THE TOWNSHIP OF WILMOT STRATEGIC PLAN:

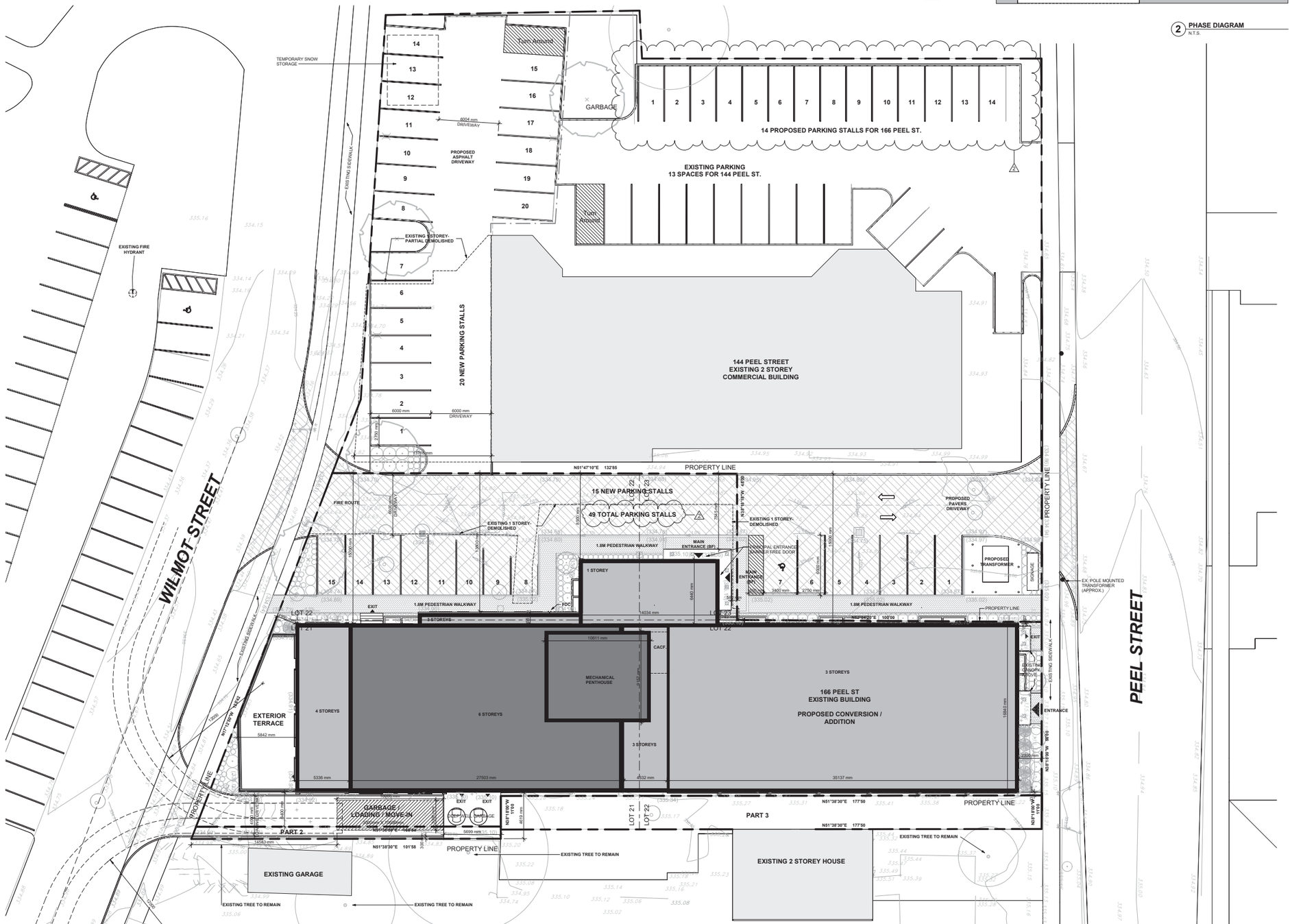
Prosperous Businesses & Balanced Growth

FINANCIAL CONSIDERATIONS:

The application fees, established by the Township of Wilmot Fees and Charges By-law, were collected at the time of application.

ATTACHMENTS:

Attachment A: Site Plan
Attachment B: Conceptual Building Renderings
Attachment C: Parking Analysis / Justification
Attachment D: Public Comments



2 PHASE DIAGRAM
N.T.S.

1 SITE PLAN
1 : 150

Project North

True North

GENERAL NOTES

1. **Do not scale drawings.** Written dimensions shall have precedence over scaled dimensions.
2. All work shall comply with the 2012 Ontario Building Code and amendments.
3. Contractors must check and verify all dimensions and specifications and report any discrepancies to the architect before proceeding with the work.
4. All contractors and sub-contractors shall have a set of approved construction documents on site at all times.
5. All documents remain the property of the architect. Unauthorized use, modification, and/or reproduction of these documents is prohibited without written permission. The contract documents were prepared by the consultant for the account of the owner.
6. The material contained herein reflects the consultants best judgement in light of the information available to him at the time of preparation. Any use which a third party makes of the contract documents, or any reliance on/or decisions to be made based on them are the responsibility of such third parties.
7. The consultant accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on the contract documents.

SITE LEGEND

PROPERTY LINE	
BUILDING SETBACK	
ENTRANCE / EXIT	
LS	LIGHT STANDARD
	PAINTED DIRECTIONAL ARROW ON ASPHALT PAVEMENT SURFACE
CB	CATCH BASIN
MH	MAN HOLE
FH	FIRE HYDRANT
	FIRE DEPARTMENT CONNECTION
GM	GAS METER
VP	VISITOR / COMMERCIAL PARKING & SIGNAGE
BF	BARRIER FREE PARKING SIGNAGE TO ONTARIO REG. 413/12 S. 6 HIGHWAY TRAFFIC ACT
EX.	EXISTING
HP LS	HYDRO POLE & LIGHT STANDARD
EV	ROUGH IN ONLY FOR FUTURE EV CHARGER
AD	AREA DRAIN

No.	Date	Revision
2	2026-06-16	CPA / ZBA SUBMISSION
1	2026-06-10	ISSUED FOR SPA

Client:

PUDDICOMBE HOUSE

Project Name / Address:

PUDDICOMBE HOUSE
166 PEEL ST, NEW HAMBURG

SRM architects+ urban designers

Project No:	25003
Drawing Date:	06/16/26
Drawn by: KJV	Checked by: MYV
Office Location:	KITCHENER
Plot Date / Time	2026-06-16 12:12:41 PM

Drawing Name:

SITE PLAN

ONTARIO ASSOCIATION OF ARCHITECTS
2026-06-17
MARK YVES ATCHISON
LICENCE 7254

Drawing Scale:	As indicated
Status:	
Revision No.:	r2
Drawing No.:	A1.1

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SPA DRAWING SHEET LIST			
Design Phase	Discipline	Sheet Number	Sheet Name
ARCHITECTURAL			
SPA	ARCHITECTURAL	0.0	COVER
SPA	ARCHITECTURAL	A0.1	STATISTICS
SPA	ARCHITECTURAL	A0.2	EXISTING SITE CONDITIONS
SPA	ARCHITECTURAL	A0.3	DEMOLITION - BASEMENT FLOOR PLAN
SPA	ARCHITECTURAL	A0.4	DEMOLITION - GROUND FLOOR PLAN
SPA	ARCHITECTURAL	A0.5	DEMOLITION - 2 FLOOR PLAN
SPA	ARCHITECTURAL	A0.6	DEMOLITION - 3 FLOOR PLAN
SPA	ARCHITECTURAL	A0.7	DEMOLITION ELEVATIONS
SPA	ARCHITECTURAL	A1.1	SITE PLAN
SPA	ARCHITECTURAL	A1.2	FIRE PLAN
SPA	ARCHITECTURAL	A2.1	BASEMENT PLAN
SPA	ARCHITECTURAL	A2.2	GROUND FLOOR PLAN
SPA	ARCHITECTURAL	A2.3	2 FLOOR PLAN
SPA	ARCHITECTURAL	A2.4	3 FLOOR PLAN
SPA	ARCHITECTURAL	A2.5	4 FLOOR PLAN
SPA	ARCHITECTURAL	A2.6	5 FLOOR PLAN
SPA	ARCHITECTURAL	A2.7	6 FLOOR PLAN
SPA	ARCHITECTURAL	A3.1	NORTH ELEVATION
SPA	ARCHITECTURAL	A3.2	SOUTH ELEVATION
SPA	ARCHITECTURAL	A3.3	EAST ELEVATION
SPA	ARCHITECTURAL	A3.4	WEST ELEVATION
SPA	ARCHITECTURAL	A4.1	BUILDING SECTION - EAST TO WEST
SPA	ARCHITECTURAL	A4.2	BUILDING SECTION - NORTH TO SOUTH
CIVIL			
SPA	CIVIL	C1.0	EXISTING CONDITIONS PLAN
SPA	CIVIL	C2.0	GRADING AND SERVICING PLAN
LANDSCAPE			
SPA	LANDSCAPE	L1	TREE MANAGMENT PLAN
SPA	LANDSCAPE	L2	LANDSCAPE PLAN
SPA	LANDSCAPE	L3	ROOFTOP PLAN
SPA	LANDSCAPE	L4	DETAILS
SITE ELECTRICAL			
SPA	SITE ELECTRICAL	EP1	SITE PHOTOMETRICS - ELECTRICAL



GENERAL NOTES

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7. The consultant accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on the contract documents.

No.	Date	Revision
1	2026-06-10	ISSUED FOR SPA

Client

PUDDICOMBE HOUSE

Project Name / Address

PUDDICOMBE HOUSE
166 PEEL ST, NEW HAMBURG

SRM↗ architects+ urban★designers

Project No. 25003
Drawing Date 06/10/26
Drawn by KJV | Checked by MYV
Office Location KITCHENER
Plot Date / Time 2026-06-10 11:44:09 AM

Drawing Name

COVER

ONTARIO ASSOCIATION OF ARCHITECTS 2026-06-10 JEFFREY ATCHISON LICENCE 7254

Drawing Scale
Status
Revision No. r1
Drawing No. **0.0**

Do not scale drawings. Contractors must check and verify all dimensions and report any discrepancies to the Architect before proceeding with Drawing. All documents remain the property of the Architect. Unauthorized use, modification, and/or reproduction of these documents is prohibited without written permission. The Contract Documents were prepared by the Consultant for the account of the Owner.
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PARKING JUSTIFICATION

Puddicombe House — 148 & 166 Peel Street, New Hamburg

Re: Site Plan Approval & Zoning By-law Amendment — Parking Relief

Date: June 15, 2026

1. Purpose of this Submission

This summary is provided in support of the Site Plan Approval and Zoning By-law Amendment applications for the redevelopment of 166 Peel Street, with particular attention to parking. The proposal is a heritage adaptive reuse of the former Felt Boot building, delivering a ground-floor wellness spa and pool circuit beneath a six-storey, 49-unit rental apartment building.

The development dedicates 49 residential parking spaces on owned land on the west side of Peel Street, satisfying the one-space-per-unit standard, with additional commercial and visitor parking provided across the owner's other Peel Street holdings and the adjacent municipal lot. This summary sets out the owner's landholdings and explains how parking will function across the sites.

2. Ownership, Landholdings and Securing Mechanism

The two principal subject properties are immediately adjacent, on the west side of Peel Street, and are under common ownership of the Cressman family, held through two numbered companies:

- 166 Peel Street: the redevelopment lands (wellness spa and 49-unit residential building), held by one numbered company.
- 148 Peel Street: the existing commercial plaza and its associated parking lot, held by the second numbered company.

The owner also controls additional parking on properties on the east side of Peel Street, which provide further capacity for commercial and overflow parking in the immediate area.

The owner does not propose to merge the parcels on title; they will remain separately held. Instead, the owner will enter into a registered development agreement with the Township to secure the shared parking arrangement across the owner's Peel Street properties.

3. Zoning Requirement, Relief Requested and Supply

Under the current Zoning By-law, residential parking is required at 1.5 spaces per unit, producing a requirement of 74 spaces for the 49 units. The applicant's position is that this stand-alone suburban ratio overstates real demand for a transit-served, walkable downtown site, and that providing one secured space per unit is the appropriate standard. Table 1 sets out residential adequacy; Table 2 summarizes the total parking supply across the owner's holdings (illustrated in the Parking Diagram at Appendix A).

Table 1 — Residential Parking Adequacy

Residential Parking — Basis	Spaces	Ratio (per unit)
Zoning By-law requirement (1.5 / unit)	74	1.50
Reduced standard applied (1.0 / unit)	49	1.00
Residential parking provided (this application)	**49**	**1.00**
Anticipated actual resident demand (~50% car ownership)	~25	~0.50

Table 2 — Total Parking Supply Across the Owner's Holdings

Source	Spaces	Allocation
166 Peel Street — west side (owned)	35	Residential
148 Peel Street — west side (owned)	27	Residential & commercial
Subtotal — owner's west Peel Street lots	**62**	**49 residential + additional capacity**
Kirkpatrick Park & Wilmot Street municipal lot (public)	~95	Public commercial & visitor parking

The owner's two west-side Peel Street lots hold 62 spaces in total. Of these, 49 are dedicated to residential use (one per unit), with the balance held as additional capacity on the owner's west-side lots. Commercial and visitor demand is further served by the adjacent Kirkpatrick Park and Wilmot Street municipal parking lot, which provides approximately 95 public spaces, supplemented by on-street parking and by additional owner-controlled parking on the east side of Peel Street. All dedicated residential parking is off-street, on owned land, and available for overnight use.

4. Anticipated Parking Demand

The residential allocation is matched to realistic demand rather than to a maximum theoretical ratio. The owner's experience and comparable-project research indicate that approximately 50% of tenants in a development of this type and location will own a vehicle, equating to roughly 25 cars across the 49 units. The 49 dedicated spaces therefore provide a comfortable margin above expected demand. Several characteristics of the project reinforce this lower demand profile:

- Tenant profile: the building is purpose-designed for downsizers and seniors, a demographic actively moving away from car ownership and dependence.
- Walkability: the site is within easy walking distance of grocery stores, services, and the full downtown New Hamburg core, reducing the need for a vehicle for everyday trips.
- Transit: a bus route runs directly in front of the building, providing a viable alternative to car ownership.

- Paid, managed parking: residential spaces will be leased for a fee. Because parking is charged and allocated only to those who need it, supply self-regulates to genuine demand and residents without vehicles will not hold an empty stall, and the owner can only allocate the spaces that exist.

5. How Parking Will Function Across the Sites

Overnight residential parking cannot rely on municipal lots and must be contained on lands within the owner's control. The owner's west-side Peel Street lots satisfy this directly, and the holdings work together efficiently through shared use by time of day:

- Overnight (residential peak): the 49 dedicated residential spaces on the owner's west-side Peel Street lots are available to residents. None of this overnight demand is placed on municipal parking.
- Daytime (commercial peak): the 148 Peel plaza uses which include a take-out pizza outlet, a take-out Chinese restaurant, physiotherapy, and two offices are predominantly daytime, quick-turnover, and appointment-based. This compliments the overnight residential cycle.
- Spa operations: the ground-floor wellness spa is appointment-based, allowing the owner to schedule and smooth customer flow throughout the day and avoid the demand surges associated with walk-in commercial uses.

This complementarity timing of commercial demand by day, residential demand by night, across commonly owned lands secured by registered development agreement is a shared-parking efficiency that downtown sites are well suited to deliver, and allows a given supply of spaces to serve more users without overbuilding.

6. Commercial Parking and the Municipal Context

Commercial and visitor demand is served by an additional 95 public parking spaces on the owner's west-side Peel Street lots, the adjacent Kirkpatrick Park and Wilmot Street municipal lot. These spaces are supplemented by additional owner-controlled parking on the east side of Peel Street, and on-street parking along Peel and Wilmot Streets. Downtown-wide, the Township maintains 146 municipal off-street spaces together with 112 on-street spaces. This reliance on municipal and on-street parking for commercial visitors, but not for overnight residents, is consistent with how the downtown is intended to function and with the Township's own parking policy direction.

The Township's New Hamburg Parking Study (Report DS 2016-13, June 20, 2016) is directly relevant. Key conclusions of that study support this application:

- The study concluded that applying full stand-alone parking ratios in the core is unrealistic because it ignores the shared trips and clustered businesses typical of a downtown, and recommended a reduced (50%) standard as the appropriate measure.
- Under the study's realistic model, the downtown core shows a modelled parking surplus of 85 spaces, and substantially more under the broader 50% scenario. The study found that

"the technical reality of New Hamburg core area parking tends to conflict somewhat with the public perception."

- The study found parking perception is driven by proximity rather than quantity, noting that the walk from the Wilmot Street public lot to Peel Street is "not significantly greater than one might expect to walk at a mall," and identified the Wilmot Street / Kirkpatrick Park municipal lot for capital enhancement.

7. Avoiding Surplus Parking — A Connected, Lively Downtown

A core objective of this concept is good downtown urbanism, and the owner has deliberately chosen not to over-supply parking. Large, under-occupied surface lots erode the continuity, walkability, and vitality that make a downtown work, and they are difficult to reverse once built. With the Township's own study modelling a parking surplus in the core, and with the 146 municipal off-street spaces downtown offering ample additional capacity, devoting scarce, valuable downtown land to surplus private parking would work against the public interest.

Instead, the redevelopment is designed to strengthen the pedestrian network. A key feature of the concept is creating a pedestrian connection between the Kirkpatrick Park parking area and Peel Street through the site. Channelling visitors who park at Kirkpatrick Park toward Peel Street on foot brings additional pedestrian traffic into the heart of the downtown, supporting existing merchants and the new ground-floor spa, and helping deliver the "vibrant, healthy core" the Township's parking study and Strategic Plan both call for. This pedestrian-first approach makes better use of the existing municipal parking supply than constructing redundant on-site stalls.

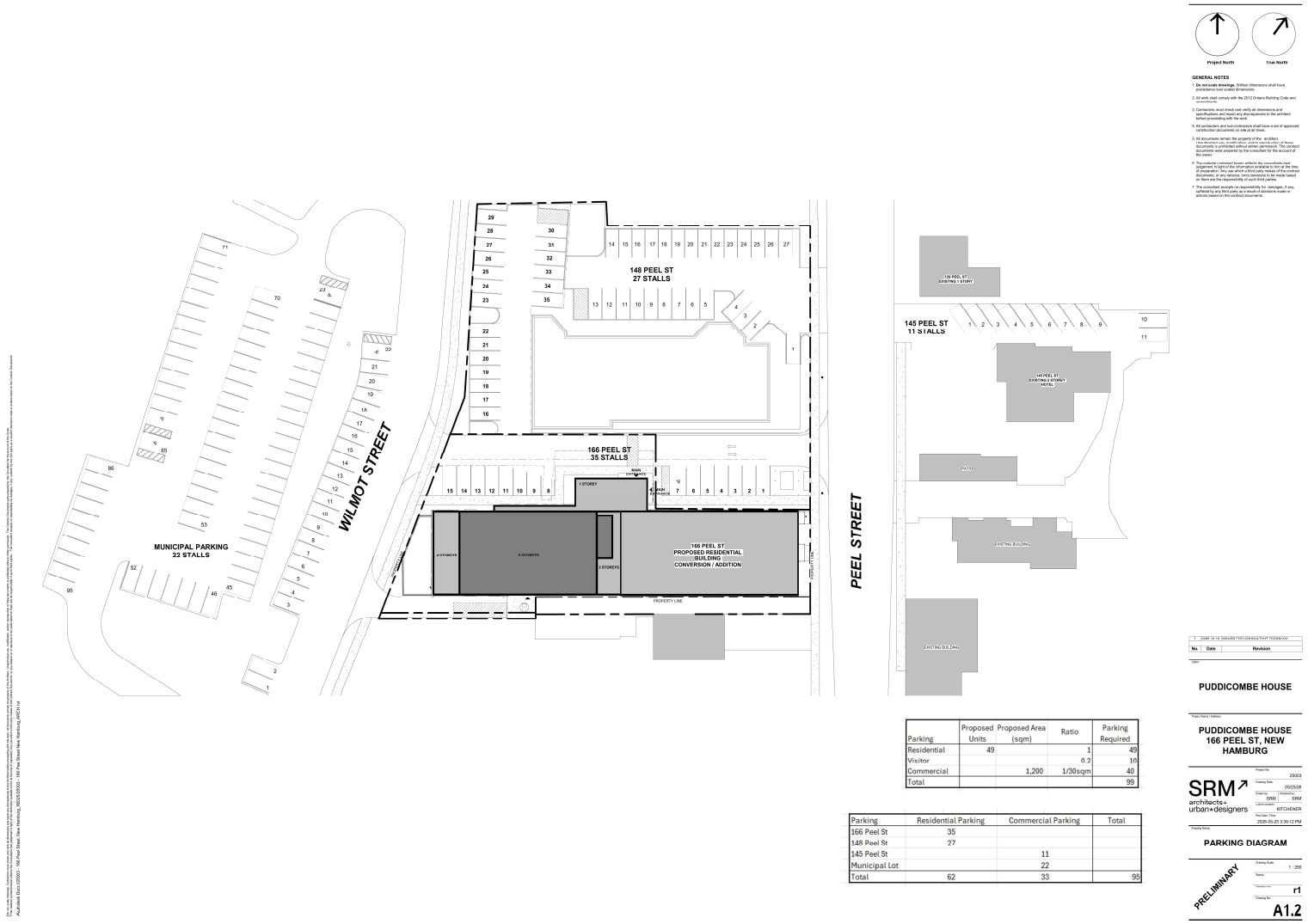
8. Summary and Conclusion

In summary, the development addresses each of the key parking considerations:

- Ratio: 49 dedicated residential spaces fully meets the one-space-per-unit requirement, on owned land on the west side of Peel Street.
- Overnight parking: all residential parking is off-street, on owned land, and never relies on municipal lots.
- Ownership and function: both properties are owned by the Cressman family; the parcels will remain separately held and the shared parking will be secured by a registered development agreement across the owner's Peel Street properties, with commercial and residential demand sharing the lots efficiently by time of day.
- Policy alignment: the approach is consistent with the Township's own parking study, which supports reduced downtown ratios, shared parking, and a walkable core over surplus surface lots.

On this basis, the requested parking relief is appropriate, well supported, and consistent with the Township's planning objectives for a prosperous, pedestrian-friendly downtown New Hamburg. The owner welcomes continued discussion with the Township on the terms of the registered development agreement securing parking across the sites.

Appendix A — Parking Diagram



Parking	Proposed Units	Proposed Area (sqm)	Ratio	Parking Required
Residential	49		1	49
Visitor			0.2	10
Commercial		1,200	1/30sqm	40
Total				99

Parking	Residential Parking	Commercial Parking	Total
166 Peel St	35		
148 Peel St	27		
145 Peel St		11	
Municipal Lot		22	
Total	62	33	95

Source: SRM Architects, Drawing A1.2 — Parking Diagram, 166 Peel Street, New Hamburg (Project 25003, 2026-05-25).

From: EngageWR
To: Planning
Subject: ZCA 07/26 - Public Comment Form Submission
Date: Tuesday, June 30, 2026 9:12:09 AM

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ZCA 07/26 - Public Comment Form Submission

There has been a submission of the form ZCA 07/26 - Public Comment through your EngageWR website.

First Name
Amy

Last Name
Domitrovic

Address
[redacted] Weber Street

Email address
[redacted]

Comments
I am writing as a resident of the Township of Wilmot to express my opposition to the proposed variances for a six-storey, 49-unit mixed-use development at this address.

1. Scale and height incompatible with the existing streetscape

The proposal seeks to nearly double the permitted height, from the existing 4-storey maximum to 6 storeys — a 50% increase over what is already allowed. A building of this height would dominate the streetscape, overshadow adjacent properties, and set a precedent that is fundamentally out of character with the low-rise, small-town fabric of the area. This is not a minor adjustment — it is a wholesale change to the permitted built form.

2. Inadequate parking provision

The application proposes reducing required parking from 74 spaces to 49 — a 33% reduction — for a 49-unit building. Street parking in this area is already at capacity, with existing residents and businesses routinely unable to find spots. While the parking down by the gazebo exists, it can't always be counted on due to flooding etc. Adding 49 new units with parking provided at essentially a 1:1 ratio (which doesn't account for visitors, second vehicles, or commercial tenants on the ground floor) will materially worsen an already strained situation. With on-site parking reduced below what the bylaw requires, it is reasonable to expect overflow parking will spill onto surrounding streets, including Wilmot Street — a street that already experiences speeding and unsafe driver behaviour. Adding parking pressure and pedestrian activity to this street, immediately behind a building set back as little as 1.9 metres, raises a real safety concern for residents.

3. Setback and lot coverage reductions compound the impact

The rear yard setback reduction (7.5m down to 1.9m, and to 0m for the terrace) combined with the lot coverage increase (50% to 57%) means this is not an isolated, minor variance but a cluster of changes that together produce a substantially larger, denser building than the zoning contemplates. Each variance reviewed in isolation may look minor; reviewed together, they describe a building the bylaw was specifically written to prevent.

4. Cumulative effect of multiple variances

Under the Ontario Planning Act, a minor variance must satisfy four tests: it must be minor, desirable for the appropriate development of the land, and maintain the general intent and purpose of both the Official Plan and the Zoning Bylaw. Four separate, significant variances — height, setback, lot coverage, and parking — collectively represent a project that bears little resemblance to what is actually

permitted on this site. This isn't infill within the rules; it's a request to substantially rewrite them for one property. I do not believe this application meets the test of being "minor" when these variances are considered together.

5. Public benefit does not outweigh the impact on residents

While increasing housing supply is a legitimate planning goal, this application does not demonstrate how the scale of variance requested is necessary to achieve that goal, nor how the benefit to the community offsets the loss of amenity, increased parking strain, and altered neighbourhood character for surrounding residents. The benefit appears to flow primarily to the developer through increased density and reduced site costs (less parking, less setback, more lot coverage), not to the broader community.

6. Traffic safety concerns on Wilmot Street

The rear of the building, where the setback is being reduced to as little as 1.9 metres (and 0 metres for the terrace), faces Wilmot Street. This is already a street where speeding and unsafe driving behaviour are a known, ongoing problem for residents. Bringing a 6-storey, 49-unit building with reduced parking right up to this street will increase pedestrian activity, vehicle congestion, and overflow parking traffic in an area that cannot safely absorb it. Before any approval is considered, I would ask the Committee to require a traffic and pedestrian safety assessment for Wilmot Street specifically, given its existing speeding issues and its proximity to the proposed addition.

7. Infrastructure and services capacity

I would ask that the Committee confirm whether existing municipal services — water, sewer, stormwater management — and community infrastructure such as schools and emergency services have been assessed for capacity to support an additional 49 units, particularly given the scale of variance requested.

8. Precedent-setting concern

Approving a 50% height increase and multiple compounding variances on this site will make it difficult to refuse comparable requests elsewhere in the Township, eroding the predictability the zoning bylaw is meant to provide to residents and

future applicants alike.

For these reasons, I respectfully request that the Committee refuse the application as submitted, or at minimum require the applicant to bring the proposal into closer conformity with the existing height, setback, lot coverage, and parking requirements before any approval is considered.

Sincerely,
Amy Domitrovic

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https://www.engagewr.ca/index.php/dashboard/reports/forms_new/data/1695

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From: EngageWR
To: Planning
Subject: ZCA 07/26 - Public Comment Form Submission
Date: Tuesday, June 30, 2026 9:30:08 AM

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ZCA 07/26 - Public Comment Form Submission

There has been a submission of the form ZCA 07/26 - Public Comment through your EngageWR website.

First Name
Emily

Last Name
Huston

Address
[redacted] Wilmot St

Email address
[redacted]

Comments
I am writing as a resident of the Township of Wilmot to express my concerns regarding the proposed variances for a six-storey, 49-unit mixed-use development at this location.

First and foremost, the number and scale of the requested variances raise concerns about whether this application can reasonably be considered “minor” under the

Ontario Planning Act. The proposal seeks relief from multiple key provisions, including height, parking, setbacks, and lot coverage. While each variance on its own may appear modest, their combined effect results in a development that is substantially larger and denser than what is currently permitted. Taken together, these changes do not maintain the general intent and purpose of the zoning bylaw or the Official Plan.

The proposed building height is a significant departure from the established character of the area. Increasing the allowable height from four storeys to six represents a 50% increase. This is particularly impactful in a downtown where existing buildings are generally only two to three storeys. A structure of this size would dominate the surrounding streetscape, overshadow neighbouring properties, and introduce a built form that is inconsistent with the small-town scale that defines the community.

In addition to height, the requested reductions in setbacks and increase in lot coverage further intensify the impact of the development. The rear yard setback is proposed to be reduced from 7.5 metres to as little as 1.9 metres, with a zero-metre setback for the terrace, while lot coverage would increase from 50% to 57%. These changes collectively result in a building footprint and mass that the existing zoning was clearly intended to limit.

Parking is another significant concern. The proposal seeks to reduce the required number of parking spaces from 74 to 49, a reduction of approximately one-third. Given that street parking in this area is already limited and frequently at capacity, it is reasonable to expect that overflow parking will spill onto surrounding streets. A near 1:1 parking ratio does not adequately account for visitors, multiple-vehicle households, or the needs of ground-floor commercial uses. This shortfall will place additional strain on nearby streets and negatively affect existing residents and businesses.

The location of the reduced rear setback along Wilmot Street introduces additional safety concerns. As someone who lives on Wilmot Street, I have firsthand experience with the volume of traffic in the area, as well as the number of children and families who use the street daily. There are already ongoing issues with speeding and unsafe driving behaviour. Introducing a larger residential building with reduced on-site parking in such close proximity will increase congestion, pedestrian activity, and the likelihood of conflict between vehicles and residents. This creates a

heightened safety risk that should not be overlooked. Before any approval is considered, a traffic and pedestrian safety assessment specific to Wilmot Street should be required.

There are also broader infrastructure considerations that should be addressed. It is important to confirm whether existing municipal services, including water, wastewater, and stormwater systems, as well as community infrastructure such as schools and emergency services, have the capacity to support an additional 49 residential units at this scale.

In addition, the Township already faces a lack of dedicated spaces and programming for children and youth. In a small-town setting with limited recreational infrastructure, adding density without first ensuring adequate opportunities for young people places additional strain on existing amenities. Growth should be accompanied by investment in community supports, including safe and accessible spaces for children and youth. Prioritizing these needs is essential to maintaining a balanced and livable community.

While increasing housing supply is an important and valid objective, this application does not clearly demonstrate that the extent of the requested variances is necessary to achieve that goal. The primary benefit appears to be increased density for the applicant, while the impacts, reduced amenity, increased parking pressure, and changes to neighbourhood character, are borne by surrounding residents.

Finally, approval of this application in its current form may establish an undesirable precedent. Granting a substantial height increase along with multiple compounding variances could make it more difficult for the Township to refuse similar requests in the future, thereby undermining the consistency and predictability that zoning regulations are intended to provide.

For these reasons, I respectfully request that the Committee refuse the application as submitted. At a minimum, the applicant should be required to revise the proposal to better align with the existing zoning provisions for height, setbacks, lot coverage, and parking before any approval is considered.

To view all of this form's submissions, visit
https://www.engagewr.ca/index.php/dashboard/reports/forms_new/data/1695

From: EngageWR
To: Planning
Subject: ZCA 07/26 - Public Comment Form Submission
Date: Monday, July 13, 2026 4:10:07 PM

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ZCA 07/26 - Public Comment Form Submission

There has been a submission of the form ZCA 07/26 - Public Comment through your EngageWR website.

First Name
Laura

Last Name
Prust

Address
[redacted] Grandview Ave

Email address
[redacted]

Comments
I am reading the request by 166 Peel Street project for a reduction to the number of required parking spaces from 74 to 49.

49 is too low, even 74 is too low.

1. With 49 residential units unless they are all studio apartments there will be 2 cars

in most households = 98 spots needed PLUS spaces for the proposed spa clients PLUS visitors to the apartment building PLUS spa employee parking PLUS deliveries to 49 households and the spa (food, pharmacy, purchases - deliveries will be constant)

2. The red section of the parking proposal at 144 Peel Street is flawed.
First, those spots are taken up by Puddicombe events and diners and by the plaza at 144 Peel so exclude them entirely.
Second the diagram has the spots along the Josslin building as being of substandard width - are 14 real-life spots actually possible there.
Third the way it is drawn, the 144 Peel plaza only has one way in/out - this creates backups onto Peel Street.
Fourth there is insufficient allocation for snow piles in winter - its show three spots for the entire development of both properties 144&166 Peel.

3. The application refers to the owner having control over additional parking on the east side of Peel - these should not be considered for this project for two reasons. First those are fully engaged and oversubscribed by Puddicombe House business. Second, the spots behind Murray's may be 'controlled' currently but if Murray's gets sold, those spots are no longer 'controlled' by the applicant of this project.

4. The application says fewer parking spaces are needed because of 'transit-served walkable downtown' - New Hamburg is wonderful but its not an employment hub and does not have all amenities nor does everyone's friends and extended family live in walkable distance, nor is transit remotely sufficient - to live here almost every adult needs a car. The application mentions grocery stores in walkable distance....who is carrying their groceries that far, certainly not the 'downsize' demographic and certainly not in the winter or summer heat.

5. The application suggests Kirkpatrick & Wilmot lots as a solution - Kirkpatrick is for all of the businesses and residents of New Hamburg, not to be all taken up for the profit of one private building owner.

6. The application references a 'pedestrian connection' between the Kirkpatrick lot and Peel street. From the parking lot diagram it appears that 'pedestrian connection' is a crowded overused busy parking lot.

Overall - there is a woeful lack of a practical plan for parking. The project is very

exciting, but now is the time to avoid a gridlock disaster not only for visitors to the 144 Peel plaza or Puddicombe guests/diners but the whole downtown. If they want to build that many residential units and a spa, they need an underground garage.

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From: EngageWR
To: Planning
Subject: ZCA 07/26 - Public Comment Form Submission
Date: Tuesday, June 30, 2026 10:50:43 AM

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ZCA 07/26 - Public Comment Form Submission

There has been a submission of the form ZCA 07/26 - Public Comment through your EngageWR website.

First Name
Lynn

Last Name
McMahon

Address
[redacted] Eby crs

Email address
[redacted]

Comments
This should not be approved for our down town corridor, Puddicome House already takes up the majority of our down town parking in this area as it is! There will be no way to control the people from having more then 1 vehicle as soon as they move in they will start parking on the streets just like they do all year long including the winter months on Forrest Ave and Asmus St.The only way I see this as being a good idea would be to only allow this builder to build an only retirement living

apartments which is what our aging community could desperately use and would be a perfect place to have in this area.

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From: EngageWR
To: Planning
Subject: ZCA 07/26 - Public Comment Form Submission
Date: Tuesday, July 7, 2026 9:14:10 AM

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ZCA 07/26 - Public Comment Form Submission

There has been a submission of the form ZCA 07/26 - Public Comment through your EngageWR website.

First Name
Mary Beth

Last Name
Toman

Address
[redacted] Shade St

Email address
[redacted]

Comments
6 storeys is far too high for downtown New Hamburg. With 6 storeys, the building would dwarf everything around it. It would not be in keeping with the historic houses and buildings in the downtown core and does not belong there. Please keep it no higher than 4!

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From: EngageWR
To: Planning
Subject: ZCA 07/26 - Public Comment Form Submission
Date: Monday, July 6, 2026 1:36:11 PM

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ZCA 07/26 - Public Comment Form Submission

There has been a submission of the form ZCA 07/26 - Public Comment through your EngageWR website.

First Name
Mary Beth

Last Name
Toman

Address
[redacted] Shade St

Email address
[redacted]

Comments
While I support the idea of this project, it needs to be done on a scale that is appropriate to the limitations of our downtown core, both commercial and residential.

My biggest concern is the additional traffic & parking pressure this will add to an already, at times, congested area.

There is a frustrating lack of parking downtown as it is. While some of this project's residents may not drive, it is unreasonable to assume there would be only one car per unit, given how dependent on vehicles existing residents are for daily commuting/shopping/business outside of New Hamburg.

Cutting down on the number of parking spots looks good on paper, but is impractical in real life. Where will the overflow vehicles go, when there already aren't enough parking spots available?

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From: EngageWR
To: Planning
Subject: ZCA 07/26 - Public Comment Form Submission
Date: Tuesday, June 30, 2026 10:36:10 AM

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ZCA 07/26 - Public Comment Form Submission

There has been a submission of the form ZCA 07/26 - Public Comment through your EngageWR website.

First Name
Nicole

Last Name
Weigel

Address
[redacted] Hastings crt

Email address
[redacted]

Comments
Re: Proposed 49-Unit Apartment Development at 148–166 Peel Street, New Hamburg

I am requesting clarification on several aspects of this proposal before any decision is made regarding the requested zoning amendments and reductions in parking requirements.

Parking and Traffic

1. What evidence or studies support reducing the required parking from 74 spaces to 49 spaces?
2. What vehicle ownership rate is being assumed for residents of this development, and how was that figure determined?
3. Has a Traffic Impact Study been completed? If so, can it be made available for public review?
4. How will overflow parking be managed if residents or visitors require more than the proposed 49 spaces?
5. What measures will be taken to prevent increased parking pressure on surrounding streets and neighbouring properties?

Building Height and Neighbourhood Compatibility

6. What shadowing impacts will result from increasing the building height from the current permitted height to the proposed five-storey structure?
7. How will privacy for neighbouring residential properties be protected?
8. How does the proposed height and density fit within the character of the surrounding neighbourhood?

Infrastructure and Municipal Services

9. Does the Township's existing water, wastewater, and stormwater infrastructure have sufficient capacity to accommodate 49 additional residential units?
10. If infrastructure upgrades are required, who will be responsible for the costs, the developer or taxpayers?
11. Has a stormwater management assessment been completed, and what impacts are anticipated on neighbouring properties?

Waste Collection and Winter Operations

12. Where will garbage, recycling, and other waste storage facilities be located on the property?
13. Will waste collection vehicles create traffic, safety, or access concerns for residents and neighbouring properties?
14. How will snow storage be accommodated on-site during winter months without reducing the already limited parking supply?

Developer Information

15. Who are the principals, directors, and beneficial owners behind the development company proposing this project?
16. What similar residential developments have they successfully completed, and where can the public review those projects?

Planning Policy and Future Implications

17. If the requested reductions in parking requirements and increases in building height are approved, how will this affect the Township's ability to evaluate and potentially refuse similar requests in the future?
18. Does this proposal align with the Township of Wilmot's long-term planning objectives, growth strategy, and vision for New Hamburg's downtown area?

I appreciate the need for additional housing in our community. However, it is important that growth occurs in a manner that is compatible with existing neighbourhoods, supported by adequate infrastructure, and does not create unintended impacts for current residents.

Thank you for your consideration, and I look forward to receiving responses to these questions.

Sincerely,

Nicole Weigel

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From: EngageWR
To: Planning
Subject: ZCA 07/26 - Public Comment Form Submission
Date: Tuesday, June 30, 2026 9:28:10 AM

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ZCA 07/26 - Public Comment Form Submission

There has been a submission of the form ZCA 07/26 - Public Comment through your EngageWR website.

First Name
Val

Last Name
Wigboldus

Address
[redacted] Forrest Ave E New Hamburg N3A 1X7

Email address
[redacted]

Comments
Have they considered parking. Its all fine with these ideas and proposals, but are they realistic? Do you consider parking? Do you consider water consumption? Are these atleast affordable to many people out there? Or is this going to be a building for the more fortunate, being its an old building with Im sure alot of character to it. Downtown is Crowded enough with parking. Its already so difficult to find anything as it is.

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