

**PEDESTRIAN LEVEL  
WIND STUDY**

424 Churchill Avenue North  
Ottawa, Ontario

Report: 22-162-PLW



September 16, 2022

PREPARED FOR  
GSI Properties  
145 Select Avenue, Unit 5  
Toronto, ON M1V 5M8

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## EXECUTIVE SUMMARY

This report describes a pedestrian level wind (PLW) study undertaken to satisfy Site Plan Control (SPA) application requirements for the proposed residential development located at 424 Churchill Avenue North in Ottawa, Ontario (hereinafter referred to as “subject site” or “proposed development”). Our mandate within this study is to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

The study involves simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site according to City of Ottawa wind comfort and safety criteria. The results and recommendations derived from these considerations are detailed in the main body of the report (Section 5), illustrated in Figures 3A-8, and summarized as follows:

- 1) All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, transit stops, and in the vicinity of building access points, are considered acceptable.
- 2) Calm and acceptable wind conditions are predicted over the common amenity terrace serving the proposed development at Level B1 during the typical use period.
- 3) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (e.g., thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.



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## 1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by GSI Properties to undertake a pedestrian level wind (PLW) study to satisfy Site Plan Control (SPA) application requirements for the proposed residential development located at 424 Churchill Avenue North in Ottawa, Ontario (hereinafter referred to as “subject site” or “proposed development”). Our mandate within this study is to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

Our work is based on industry standard computer simulations using the computational fluid dynamics (CFD) technique and data analysis procedures, City of Ottawa wind comfort and safety criteria, architectural drawings prepared by Open Plan Architects Inc., in August 2022, surrounding street layouts and existing and approved future building massing information obtained from the City of Ottawa, as well as recent satellite imagery.

## 2. TERMS OF REFERENCE

The subject site is located at 424 Churchill Avenue North in Ottawa; situated on the east side on a parcel of land bounded by Danforth Avenue to the north, Churchill Avenue North to the east, Byron Avenue to the south, and Roosevelt Avenue to the west. The noted parcel of land slopes from the southeast downwards towards the northwest side of the subject site. The proposed development comprises a near trapezoidal seven-storey residential building.



*Architectural Rendering, Southeast Perspective  
(Courtesy of Open Plan Architects Inc.)*

The proposed development is served by three basement levels: levels B3, B2, and B1. Level B3 and B2 are reserved for parking spaces and shared building support spaces. Level B1 includes bike storage to the west, indoor amenity at the northwest corner, an elevator core and mechanical space to the north, a fitness room at the northeast corner, and storage room to the



south. This level is also served by an amenity terrace along the west side. Owing to the topography of the subject site, Level B2 includes entrances fronting Danforth Avenue. The ground level of the proposed development includes a main entrance and shared building support spaces to the south, a staircase at the southwest corner, a main entrance and staircase to the east, and residential units throughout the remainder of the level. Balconies are situated to the north and at the northeast corner at this level. Levels 2-7 are reserved for residential use and include balconies to the north, at the northeast corner, to the south, and at the southwest corner on each level.

The near-field surroundings, defined as an area within 200-metres (m) of the subject site, include a mix of low-rise residential and commercial buildings in all compass directions with a church to the north-northwest, a mid-rise commercial building to the northeast, and a church, school, and rows of townhouses to the south. Notably, a six-storey mixed-use residential building has been approved for SPA at 433-435 Churchill Avenue, approximately 55 m to the southeast of the subject site. In addition, a nine-storey mixed-use residential building is proposed (awaiting SPA approval) at 319 Richmond Road, approximately 130 m to the north of the subject site, and a three-storey mixed-use residential building is proposed (awaiting SPA approval) at 349 Danforth Avenue, to the immediate northwest of the subject site.

The far-field surroundings, defined as an area beyond the near-field but within a 2-kilometre (km) radius of the subject site, are characterized by a mix of mostly low-rise buildings and the open exposure of Ottawa River from the west-southwest clockwise to the north, and primarily by low-rise buildings with isolated mid- and high-rise buildings for the remaining compass directions. The Ottawa River flows from the west-southwest to the northeast, approximately 660 m to the northwest of the subject site.

Site plans for the proposed and existing massing scenarios are illustrated in Figures 1A and 1B, while Figures 2A-2H illustrate the computational models used to conduct the study. The existing massing scenario includes the existing massing and any changes which have been approved by the City of Ottawa.

### **3. OBJECTIVES**

The principal objectives of this study are to (i) determine pedestrian level wind conditions at key areas within and surrounding the development site; (ii) identify areas where wind conditions may interfere with the intended uses of outdoor spaces; and (iii) recommend suitable mitigation measures, where required.

### **4. METHODOLOGY**

The approach followed to quantify pedestrian wind conditions over the site is based on CFD simulations of wind speeds across the study site within a virtual environment, meteorological analysis of the Ottawa area wind climate, and synthesis of computational data with City of Ottawa wind comfort and safety criteria<sup>1</sup>. The following sections describe the analysis procedures, including a discussion of the noted pedestrian wind criteria.

#### **4.1 Computer-Based Context Modelling**

A computer based PLW study was performed to determine the influence of the wind environment on pedestrian comfort over the proposed development site. Pedestrian comfort predictions, based on the mechanical effects of wind, were determined by combining measured wind speed data from CFD simulations with statistical weather data obtained from Ottawa Macdonald-Cartier International Airport. The general concept and approach to CFD modelling is to represent building and topographic details in the immediate vicinity of the study site on the surrounding model, and to create suitable atmospheric wind profiles at the model boundary. The wind profiles are designed to have similar mean and turbulent wind properties consistent with actual site exposures.

An industry standard practice is to omit trees, vegetation, and other existing and planned landscape elements from the model due to the difficulty of providing accurate seasonal representation of vegetation. The omission of trees and other landscaping elements produces slightly stronger wind speeds.

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<sup>1</sup> City of Ottawa Terms of References: Wind Analysis  
[https://documents.ottawa.ca/sites/default/files/torwindanalysis\\_en.pdf](https://documents.ottawa.ca/sites/default/files/torwindanalysis_en.pdf)

## 4.2 Wind Speed Measurements

The PLW analysis was performed by simulating wind flows and gathering velocity data over a CFD model of the subject site for 12 wind directions. The CFD simulation model was centered on the proposed development, complete with surrounding massing within a radius of 480 m. The process was repeated for two context massing scenarios, as noted in Section 2.

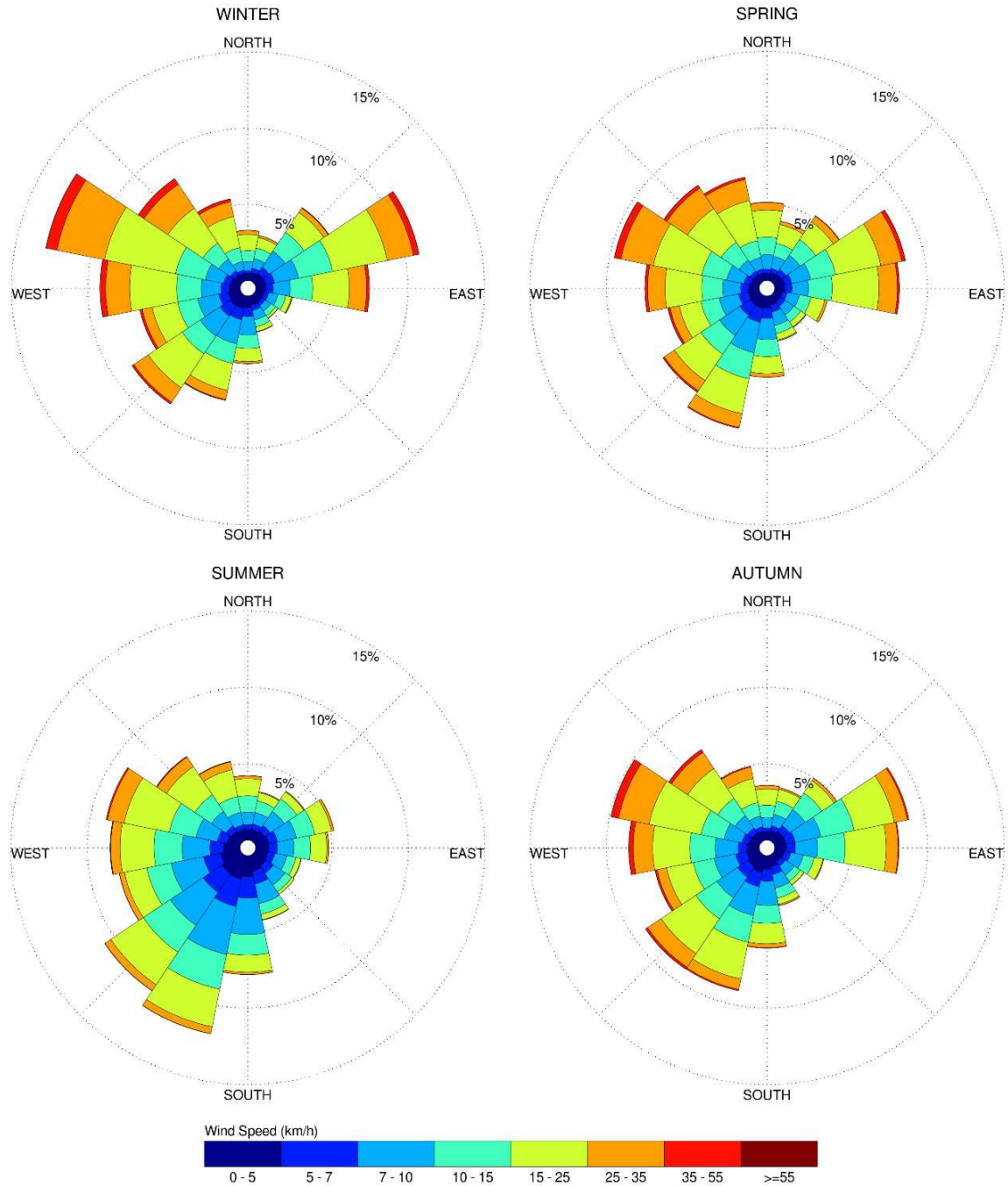
Mean and peak wind speed data obtained over the study site for each wind direction were interpolated to 36 wind directions at 10° intervals, representing the full compass azimuth. Measured wind speeds approximately 1.5 m above local grade and the Level B1 common amenity terrace were referenced to the wind speed at gradient height to generate mean and peak velocity ratios, which were used to calculate full-scale values. Gradient height represents the theoretical depth of the boundary layer of the earth's atmosphere, above which the mean wind speed remains constant. Further details of the wind flow simulation technique are presented in Appendix A.

## 4.3 Historical Wind Speed and Direction Data

A statistical model for winds in Ottawa was developed from approximately 40 years of hourly meteorological wind data recorded at Ottawa Macdonald-Cartier International Airport and obtained from Environment and Climate Change Canada. Wind speed and direction data were analyzed for each month of the year to determine the statistically prominent wind directions and corresponding speeds, and to characterize similarities between monthly weather patterns.

The statistical model of the Ottawa area wind climate, which indicates the directional character of local winds on a seasonal basis, is illustrated on the following page. The plots illustrate seasonal distribution of measured wind speeds and directions in kilometers per hour (km/h). Probabilities of occurrence of different wind speeds are represented as stacked polar bars in sixteen azimuth divisions. The radial direction represents the percentage of time for various wind speed ranges per wind direction during the measurement period. The preferred wind speeds and directions can be identified by the longer length of the bars. For Ottawa, the most common winds occur for westerly wind directions, followed by those from the east, while the most common wind speeds are below 36 km/h. The directional preference and relative magnitude of wind speed changes somewhat from season to season.

## SEASONAL DISTRIBUTION OF WIND OTTAWA MACDONALD-CARTIER INTERNATIONAL AIRPORT



### Notes:

1. Radial distances indicate percentage of time of wind events.
2. Wind speeds are mean hourly in km/h, measured at 10 m above the ground.



#### 4.4 Pedestrian Comfort and Safety Criteria – City of Ottawa

Pedestrian comfort and safety criteria are based on the mechanical effects of wind without consideration of other meteorological conditions (i.e., temperature, relative humidity). The comfort criteria assume that pedestrians are appropriately dressed for a specified outdoor activity during any given season. Five pedestrian comfort classes are based on 20% non-exceedance mean wind speed ranges, which include (1) Sitting; (2) Standing; (3) Strolling; (4) Walking; and (5) Uncomfortable. More specifically, the comfort classes and associated mean wind speed ranges are summarized as follows:

- 1) **Sitting:** Mean wind speeds no greater than 10 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 16 km/h.
- 2) **Standing:** Mean wind speeds no greater than 14 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 22 km/h.
- 3) **Strolling:** Mean wind speeds no greater than 17 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 27 km/h.
- 4) **Walking:** Mean wind speeds no greater than 20 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 32 km/h.
- 5) **Uncomfortable:** Uncomfortable conditions are characterized by predicted values that fall below the 80% target for walking. Brisk walking and exercise, such as jogging, would be acceptable for moderate excesses of this criterion.

The pedestrian safety wind speed criterion is based on the approximate threshold that would cause a vulnerable member of the population to fall. A 0.1% exceedance gust wind speed of 90 km/h is classified as dangerous. The gust speeds, and equivalent mean speeds, are selected based on 'The Beaufort Scale', presented on the following page, which describes the effects of forces produced by varying wind speed levels on objects. Gust speeds are included because pedestrians tend to be more sensitive to wind gusts than to steady winds for lower wind speed ranges. For strong winds approaching dangerous levels, this effect is less important because the mean wind can also create problems for pedestrians.

**THE BEAUFORT SCALE**

Number	Description	Gust Wind Speed (km/h)	Description
2	Light Breeze	9-17	Wind felt on faces
3	Gentle Breeze	18-29	Leaves and small twigs in constant motion; wind extends light flags
4	Moderate Breeze	30-42	Wind raises dust and loose paper; small branches are moved
5	Fresh Breeze	43-57	Small trees in leaf begin to sway
6	Strong Breeze	58-74	Large branches in motion; Whistling heard in electrical wires; umbrellas used with difficulty
7	Moderate Gale	75-92	Whole trees in motion; inconvenient walking against wind
8	Gale	93-111	Breaks twigs off trees; generally impedes progress

Experience and research on people’s perception of mechanical wind effects has shown that if the wind speed levels are exceeded for more than 20% of the time, the activity level would be judged to be uncomfortable by most people. For instance, if a mean wind speed of 10 km/h (equivalent gust wind speed of approximately 16 km/h) were exceeded for more than 20% of the time most pedestrians would judge that location to be too windy for sitting. Similarly, if mean wind speed of 20 km/h (equivalent gust wind speed of approximately 32 km/h) at a location were exceeded for more than 20% of the time, walking or less vigorous activities would be considered uncomfortable. As these criteria are based on subjective reactions of a population to wind forces, their application is partly based on experience and judgment.

Once the pedestrian wind speed predictions have been established throughout the site, the assessment of pedestrian comfort involves determining the suitability of the predicted wind conditions for discrete regions within and surrounding the subject site. This step involves comparing the predicted comfort classes to the desired comfort classes, which are dictated by the location type for each region (i.e., a sidewalk, building entrance, amenity space, or other). An overview of common pedestrian location types and their typical windiest desired comfort classes are summarized on the following page. Depending on the programming of a space, the desired comfort class may differ from this table.

**DESIRED PEDESTRIAN COMFORT CLASSES FOR VARIOUS LOCATION TYPES**

Location Types	Desired Comfort Classes
Primary Building Entrance	Standing
Secondary Building Access Point	Walking
Public Sidewalk / Bicycle Path	Walking
Outdoor Amenity Space	Sitting (Typical Use Period)
Café / Patio / Bench / Garden	Sitting (Typical Use Period)
Transit Stop (Without Shelter)	Standing
Transit Stop (With Shelter)	Walking
Public Park / Plaza	Sitting (Typical Use Period)
Garage / Service Entrance	Walking
Parking Lot	Walking
Vehicular Drop-Off Zone	Walking

## 5. RESULTS AND DISCUSSION

The following discussion of the predicted pedestrian wind conditions for the subject site is accompanied by Figures 3A-6B, illustrating wind conditions at grade level for the proposed and existing massing scenarios, and by Figures 7A-7D, illustrating wind conditions over the common amenity terrace serving the proposed development at Level B1. Conditions are presented as continuous contours of wind comfort throughout the subject site and correspond to the comfort classes noted in Section 4.4. Wind conditions suitable for sitting are represented by the colour blue, standing by green, strolling by yellow, and walking by orange; uncomfortable conditions are represented by the colour magenta.

Conditions within the common amenity terraces serving the proposed development are also reported for the typical use period, which is defined as May to October, inclusive. Figure 8 illustrates wind comfort conditions consistent with the comfort classes in Section 4.4. Wind conditions at all areas studied are considered acceptable for the intended pedestrian uses. The details of these conditions are summarized in the following pages for each area of interest.

## 5.1 Wind Comfort Conditions – Ground Floor

**Sidewalks, Transit Stops, and Building Access Along Churchill Avenue North:** Following the introduction of the proposed development, conditions over the sidewalk areas along Churchill Avenue North are predicted to be suitable for sitting during the summer, becoming suitable for a mix of sitting and standing during the autumn, and suitable for strolling or better during the spring and winter. The windiest conditions are located near the northeast corner of the subject site. Conditions over the nearby transit stop to the east of Churchill Avenue North are predicted to be suitable for sitting during the summer, becoming suitable for standing during the remaining three seasons. Conditions over the nearby transit stop to the west of Churchill Avenue North are predicted to be suitable for sitting throughout the year. Conditions in the vicinity of the single building access point along Churchill Avenue North are predicted to be suitable for sitting throughout the year. The noted conditions are considered acceptable according to the City of Ottawa wind comfort criteria in Section 4.4.

Conditions over the sidewalk areas along Churchill Avenue North with the existing massing are predicted to be suitable for sitting during the summer and autumn, becoming suitable for a mix of sitting and standing during the spring and winter. While the introduction of the proposed development results in windier conditions in comparison to existing conditions, wind comfort conditions are nevertheless considered acceptable.

**Sidewalks and Building Access Along Byron Avenue:** Following the introduction of the proposed development, conditions over the sidewalk areas along Byron Avenue are predicted to be suitable for sitting during the summer, becoming suitable for a mix of sitting and standing during the remaining three seasons. Conditions in the vicinity of all building access points along Byron Avenue are predicted to be suitable for sitting throughout the year. The noted conditions are considered acceptable according to the City of Ottawa wind comfort criteria in Section 4.4.

Conditions over the sidewalk areas along Byron Avenue with the existing massing are predicted to be suitable for sitting during the spring, summer, and autumn, becoming suitable for a mix of sitting and standing during the winter. While the introduction of the proposed development results in windier conditions in comparison to existing conditions, wind comfort conditions are nevertheless considered acceptable.

**Sidewalks and Building Access Along Danforth Avenue:** Following the introduction of the proposed development, conditions over the sidewalk areas along Danforth Avenue are predicted to be suitable for sitting during the summer, becoming suitable for a mix of sitting and standing during the autumn, and suitable for strolling or better during the spring and winter. The windiest conditions are located near the northeast corner of the subject site. Conditions in the vicinity of building access points are predicted to be suitable for sitting during the summer and autumn, becoming suitable for standing, or better, during the spring and winter. The noted conditions are considered acceptable according to the City of Ottawa wind comfort criteria in Section 4.4.

Conditions over the sidewalk areas along Danforth Avenue with the existing massing are predicted to be suitable for sitting throughout the year. While the introduction of the proposed development results in windier conditions in comparison to existing conditions, wind comfort conditions are nevertheless considered acceptable.

## 5.2 Wind Comfort Conditions – Common Amenity Terrace

**Level B1 Amenity Terrace:** Wind conditions within the common amenity terrace serving the proposed development at Level B1 are predicted to be suitable for sitting during the typical use period, as illustrated in Figure 8. The noted conditions are considered acceptable according to the City of Ottawa wind comfort criteria.

## 5.3 Wind Safety

Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas within or surrounding the subject site were found to experience conditions that could be considered dangerous, as defined in Section 4.4.

## 5.4 Applicability of Results

Pedestrian wind comfort and safety have been quantified for the specific configuration of existing and foreseeable construction around the subject site. Future changes (i.e., construction or demolition) of these surroundings may cause changes to the wind effects in two ways, namely: (i) changes beyond the immediate vicinity of the subject site would alter the wind profile approaching the subject site; and (ii) development in proximity to the subject site would cause changes to local flow patterns.



Regarding primary and secondary building access points, wind conditions predicted in this study are only applicable to pedestrian comfort and safety. As such, the results should not be construed to indicate wind loading on doors and associated hardware.

## 6. CONCLUSIONS AND RECOMMENDATIONS

A complete summary of the predicted wind conditions is provided in Section 5 and illustrated in Figures 3A-8. Based on computer simulations using the CFD technique, meteorological data analysis of the Ottawa wind climate, City of Ottawa wind comfort and safety criteria, and experience with numerous similar developments, the study concludes the following:

- 1) All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, transit stops, and in the vicinity of building access points, are considered acceptable.
- 2) Wind conditions over the common amenity terrace serving the proposed development at Level B1 are predicted to be acceptable for the intended uses during the typical use period.
- 3) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (e.g., thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

Sincerely,

**Gradient Wind Engineering Inc.**

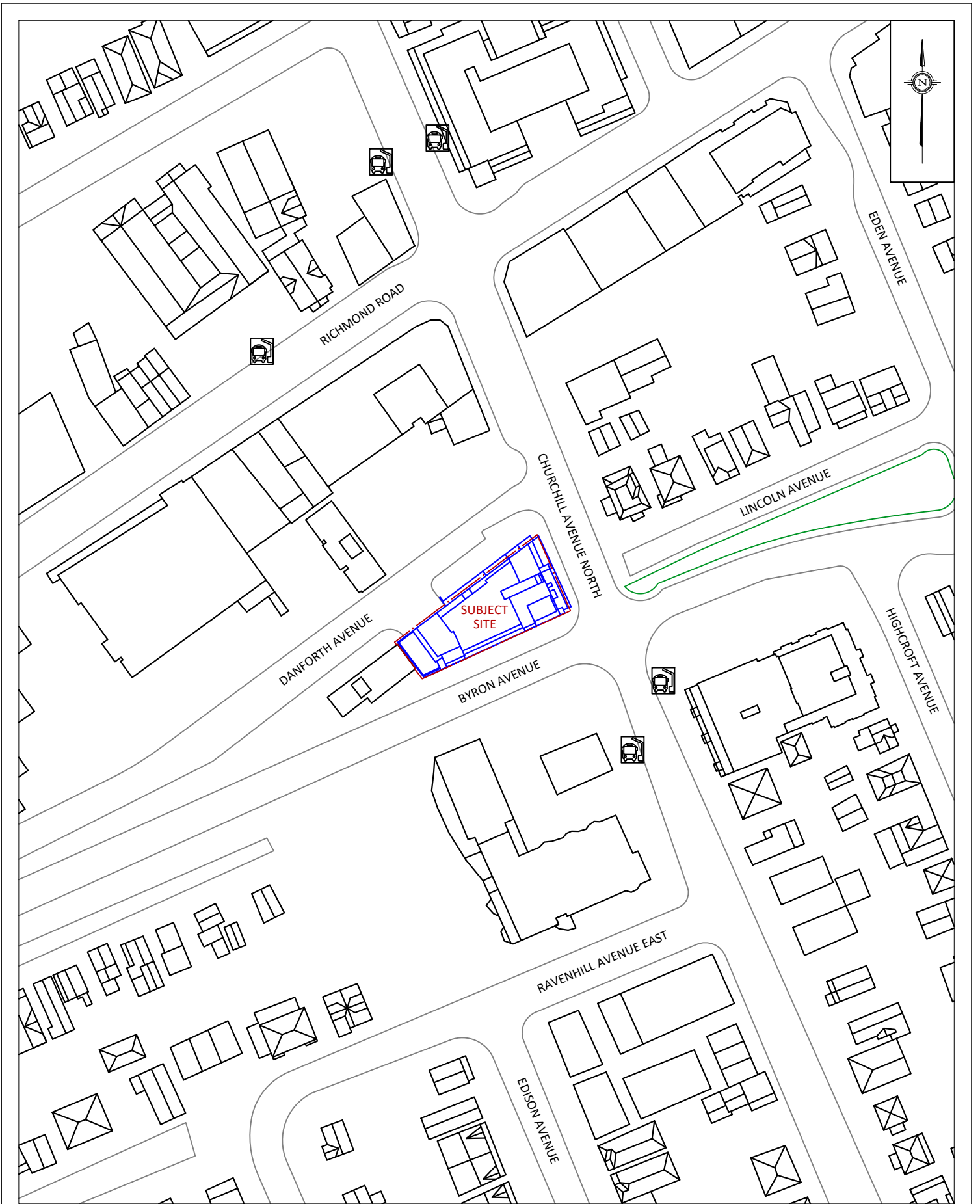


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ENGINEERS & SCIENTISTS

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PROJECT	424 CHURCHILL AVENUE NORTH, OTTAWA PEDESTRIAN LEVEL WIND STUDY	
SCALE	1:1500	DRAWING NO. 22-162-PLW-1A
DATE	SEPTEMBER 1, 2022	DRAWN BY S.K.

DESCRIPTION	FIGURE 1A: PROPOSED SITE PLAN AND SURROUNDING CONTEXT
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**GRADIENTWIND**

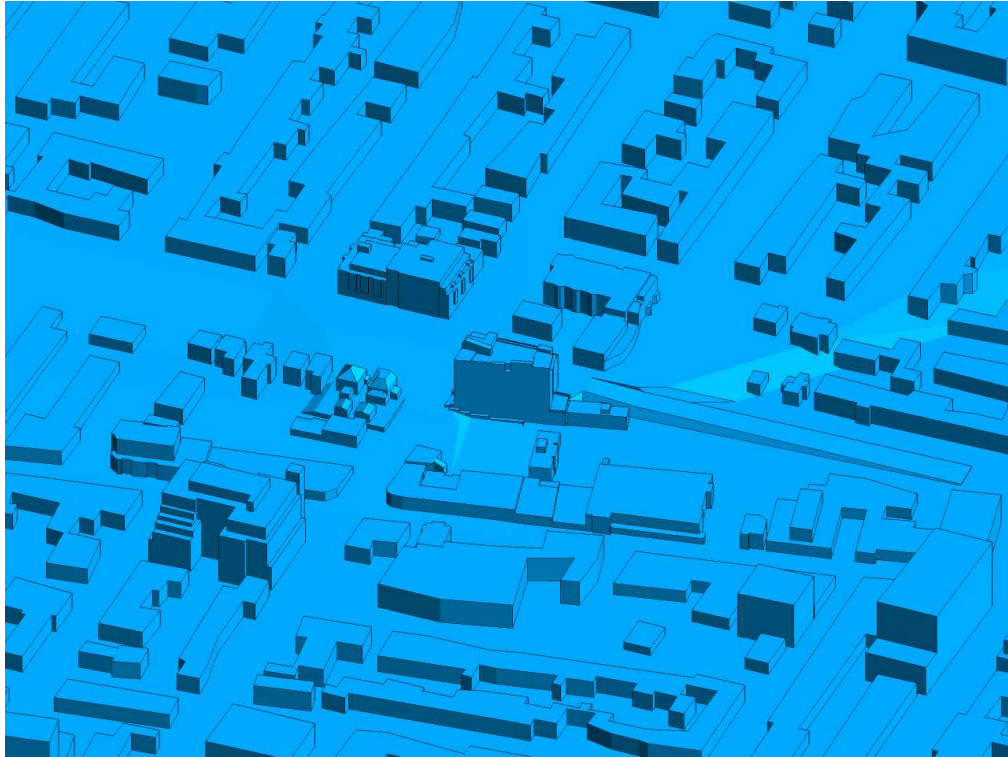
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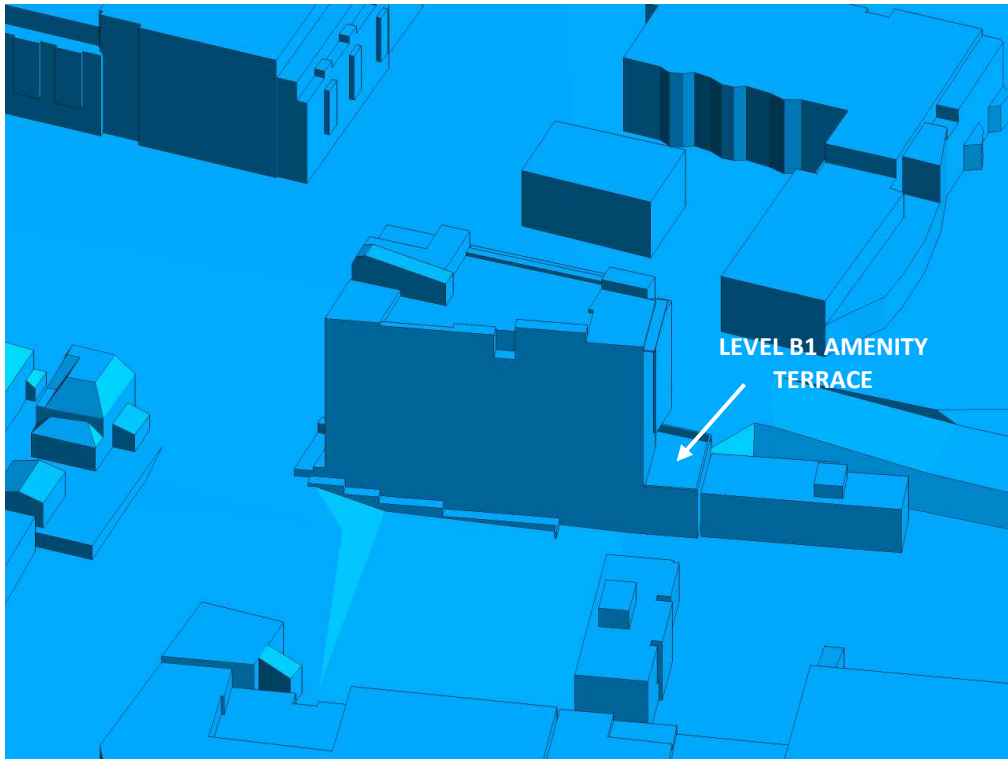
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SCALE	1:1500	DRAWING NO. 22-162-PLW-1B
DATE	SEPTEMBER 1, 2022	DRAWN BY S.K.

DESCRIPTION	FIGURE 1B: EXISTING SITE PLAN AND SURROUNDING CONTEXT
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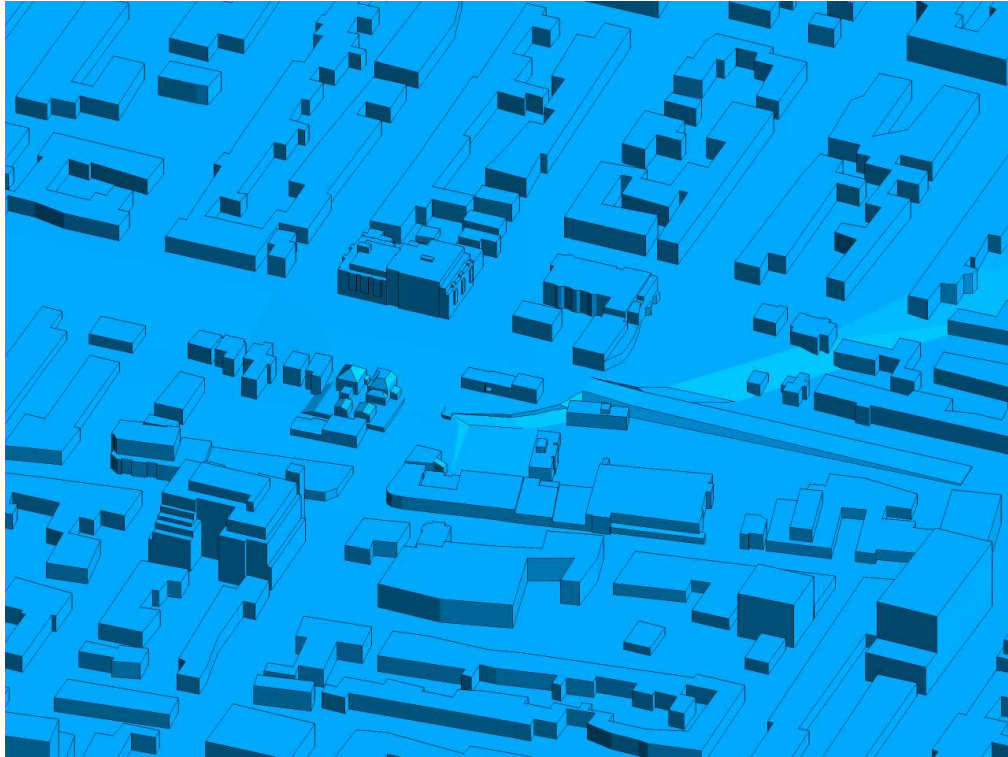


**FIGURE 2A: COMPUTATIONAL MODEL, PROPOSED MASSING, NORTHWEST PERSPECTIVE**

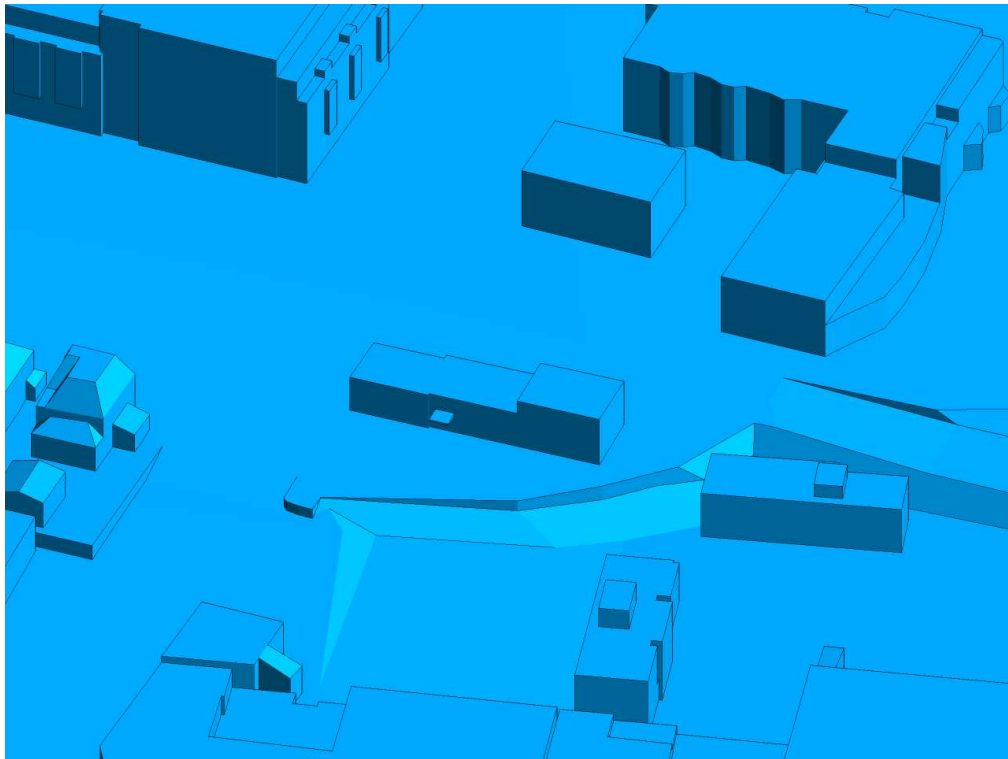


**FIGURE 2B: CLOSE UP OF FIGURE 2A**



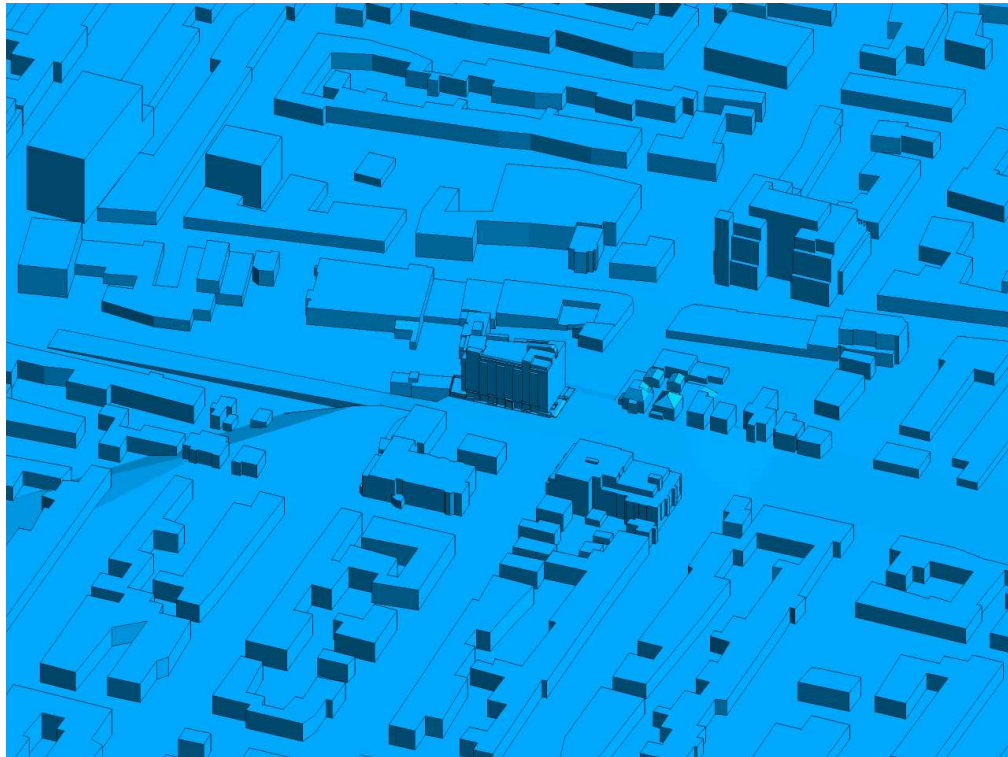


**FIGURE 2C: COMPUTATIONAL MODEL, EXISTING MASSING, NORTHWEST PERSPECTIVE**



**FIGURE 2D: CLOSE UP OF FIGURE 2C**



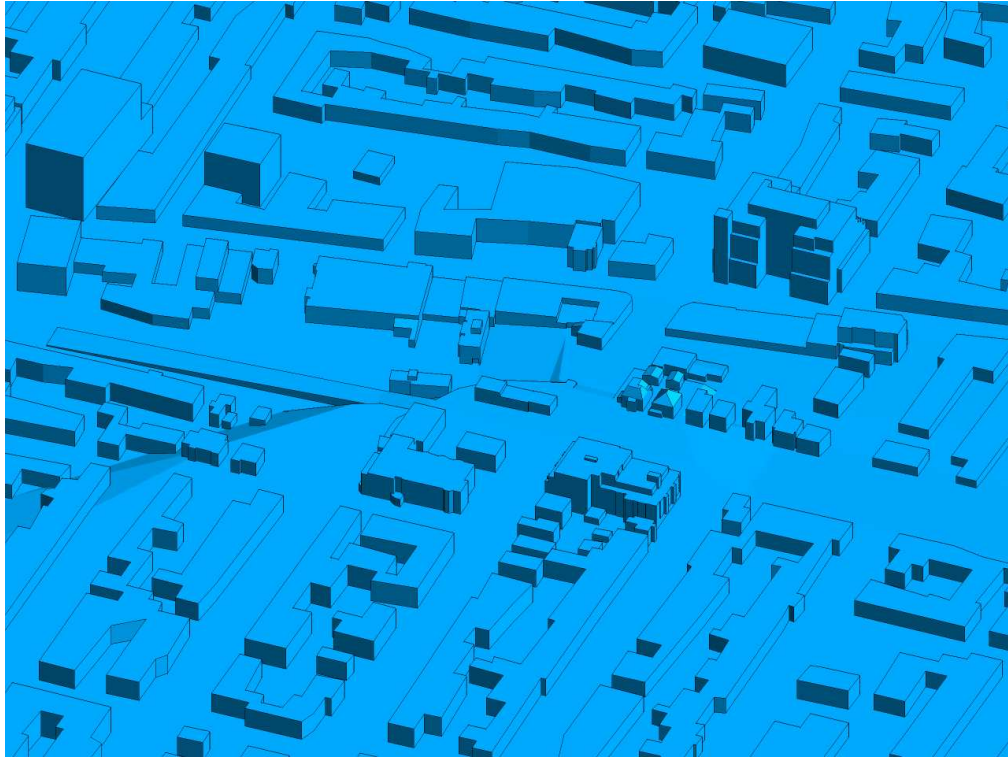


**FIGURE 2E: COMPUTATIONAL MODEL, PROPOSED MASSING, SOUTHEAST PERSPECTIVE**

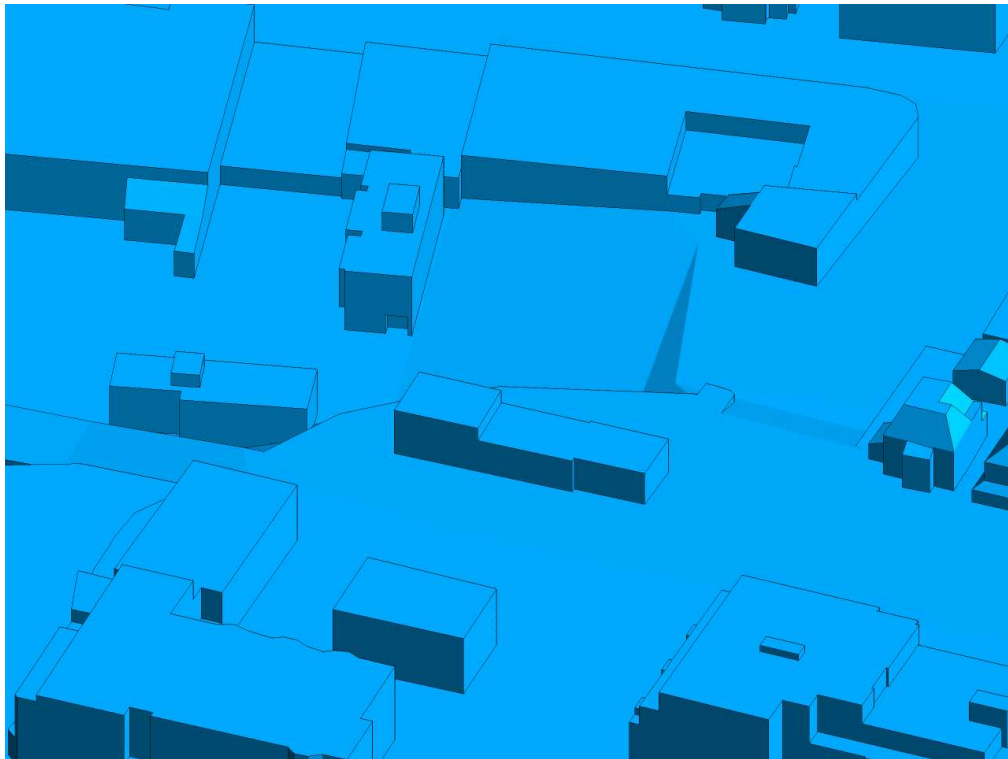


**FIGURE 2F: CLOSE UP OF FIGURE 2E**





**FIGURE 2G: COMPUTATIONAL MODEL, EXISTING MASSING, SOUTHEAST PERSPECTIVE**

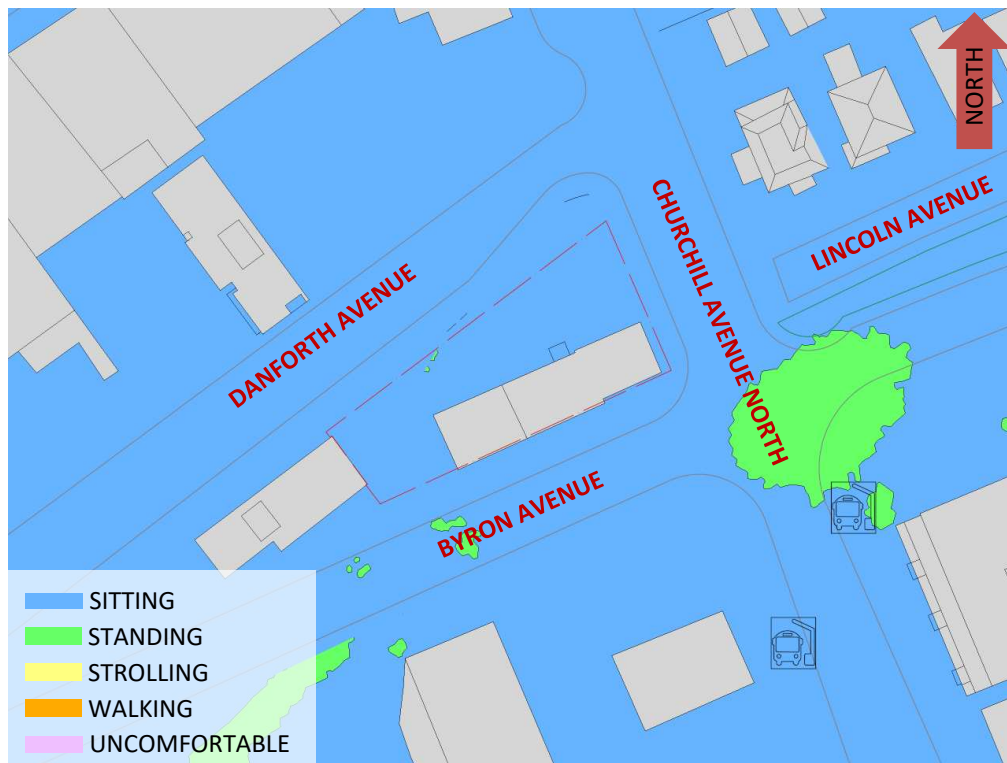


**FIGURE 2H: CLOSE UP OF FIGURE 2G**



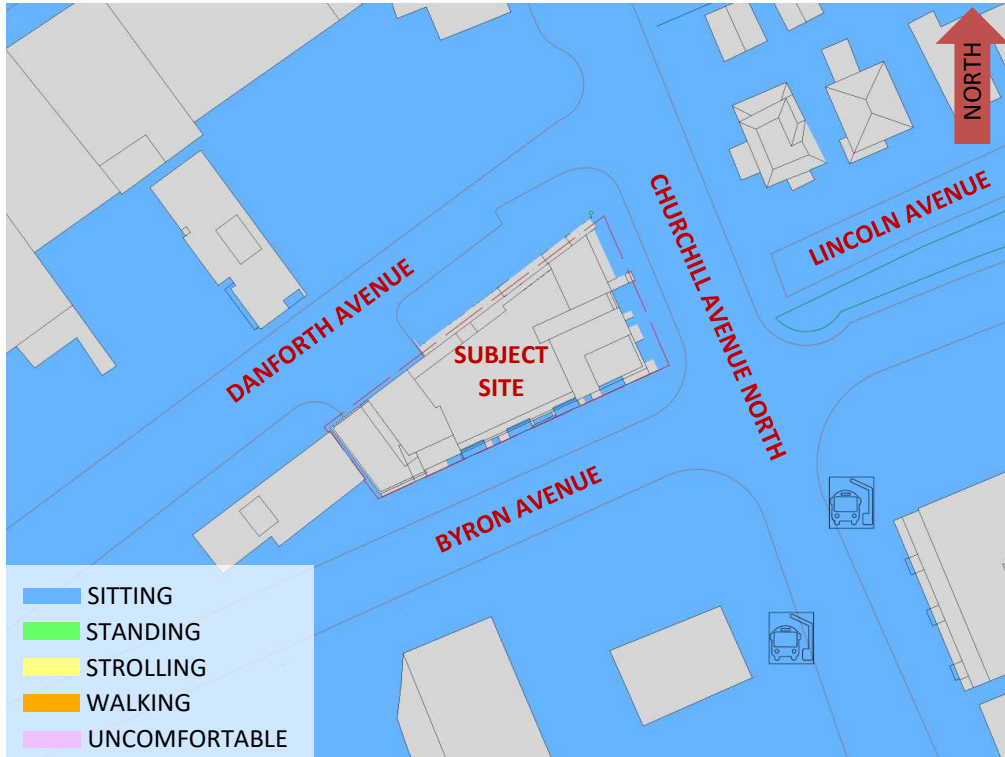


**FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING**

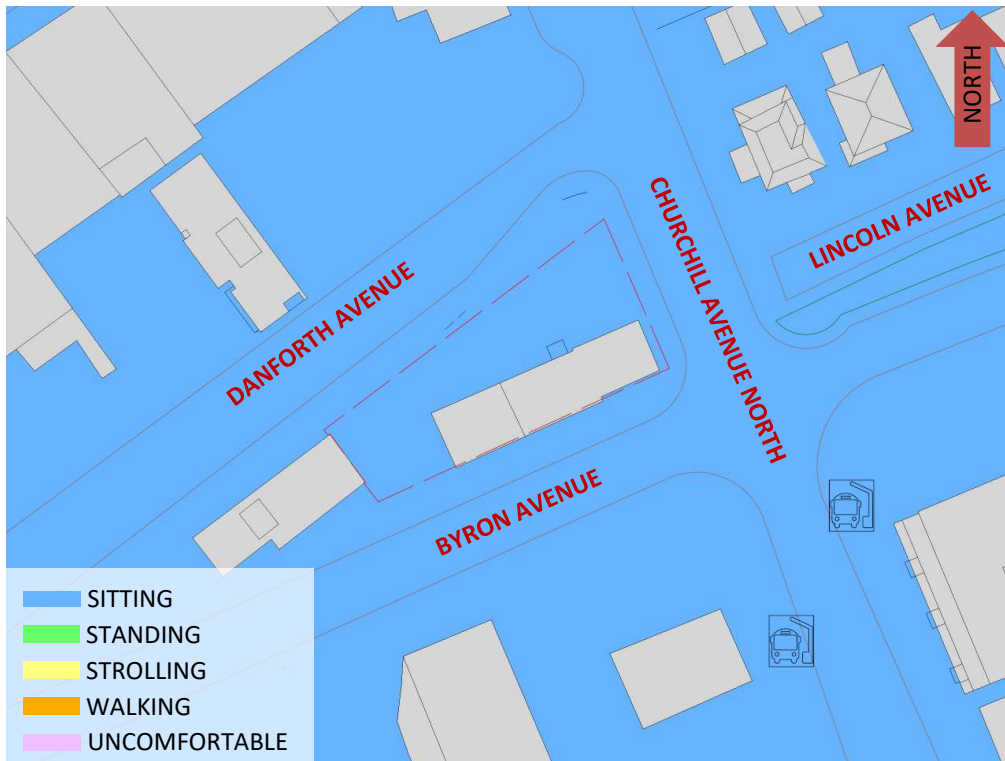


**FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL – EXISTING MASSING**



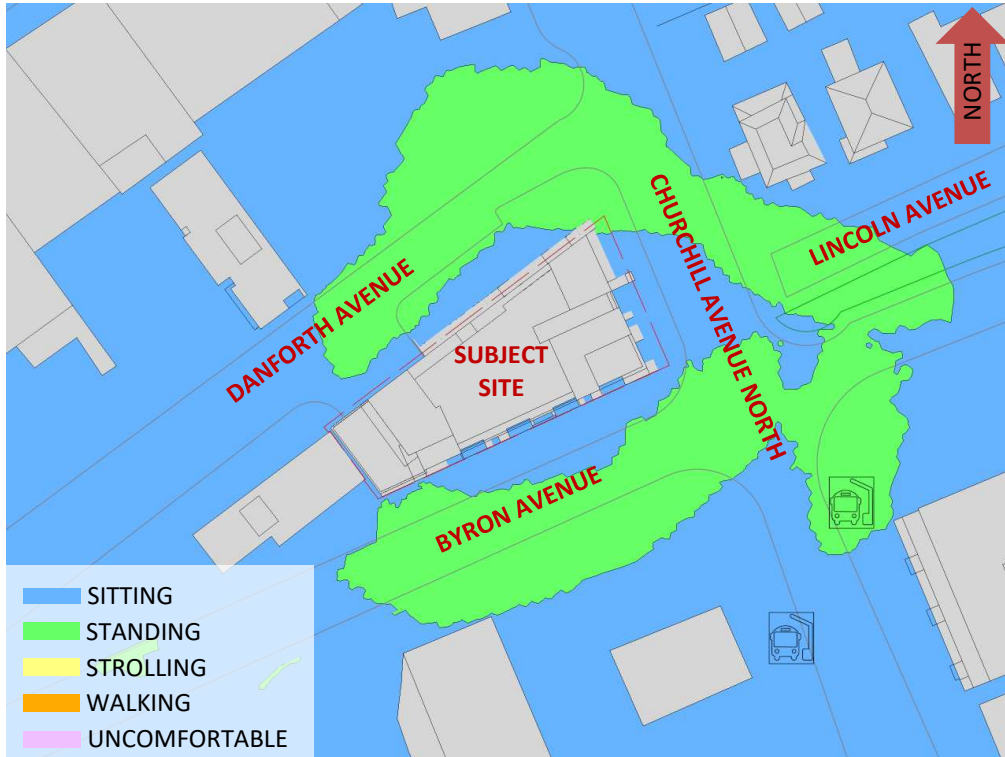


**FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING**



**FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL – EXISTING MASSING**



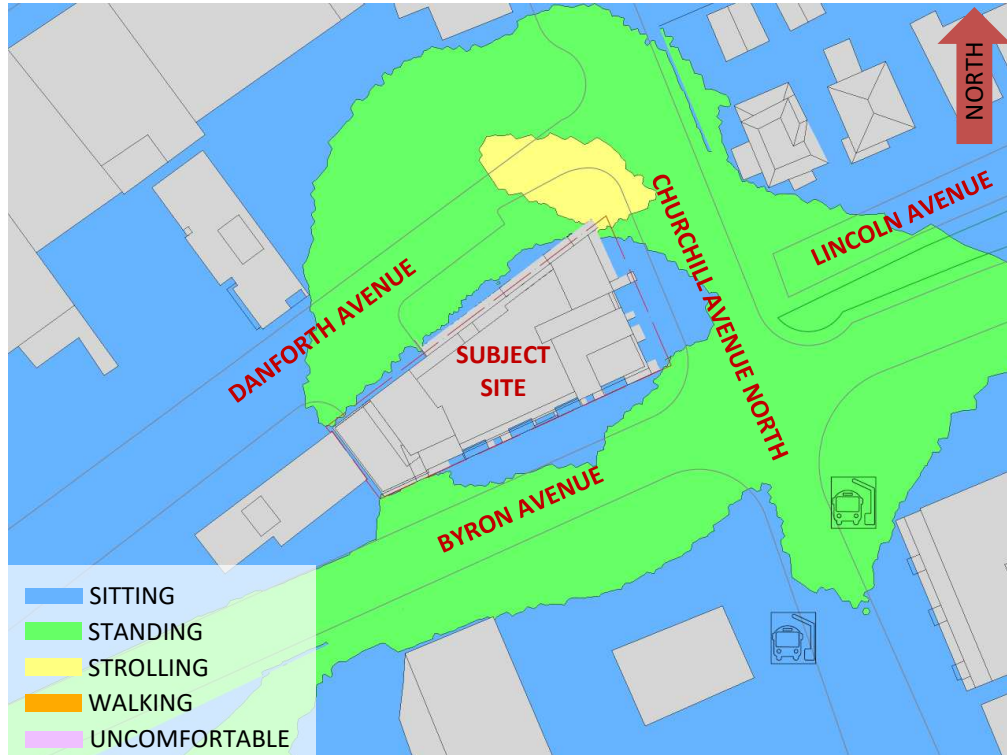


**FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING**

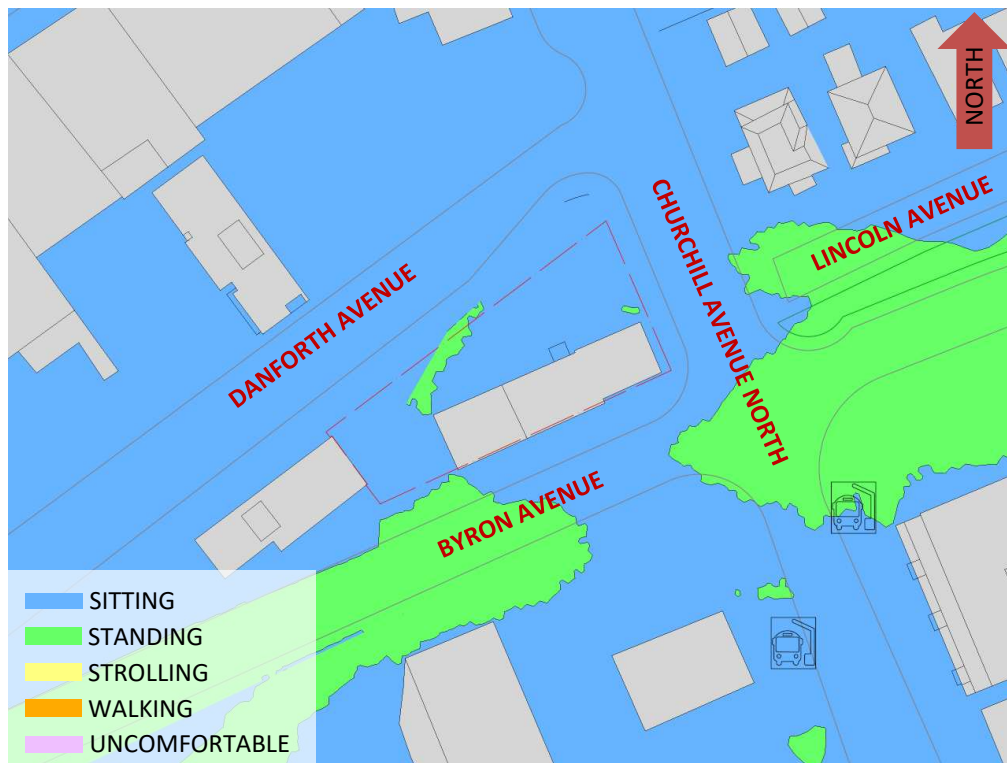


**FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL – EXISTING MASSING**





**FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING**



**FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL – EXISTING MASSING**



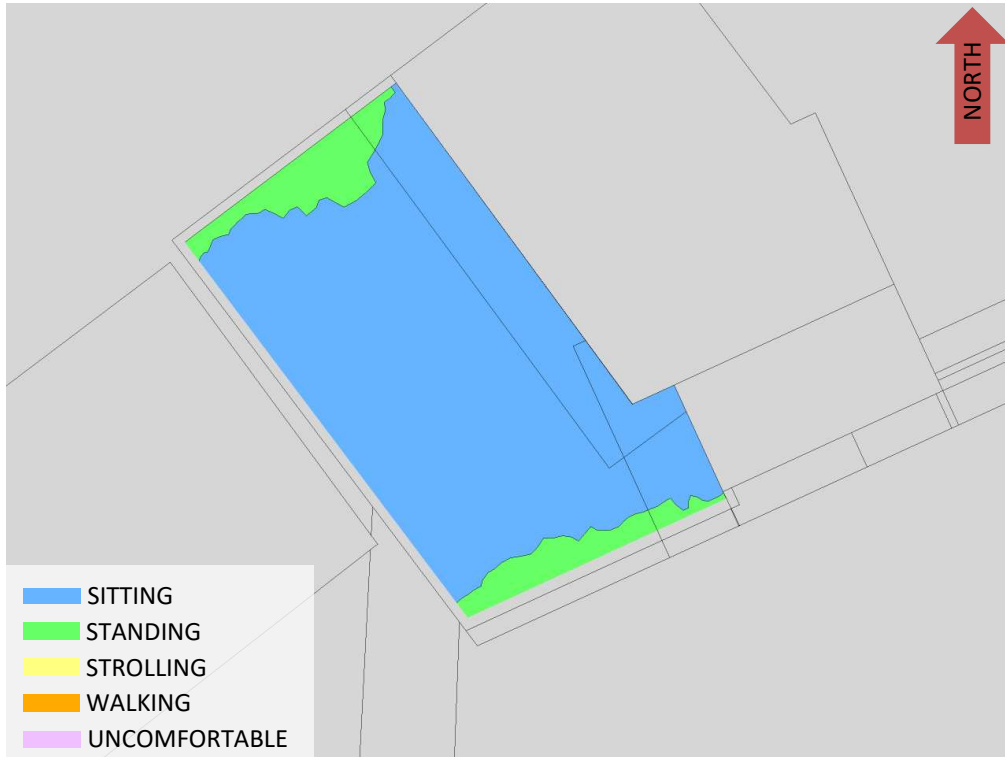




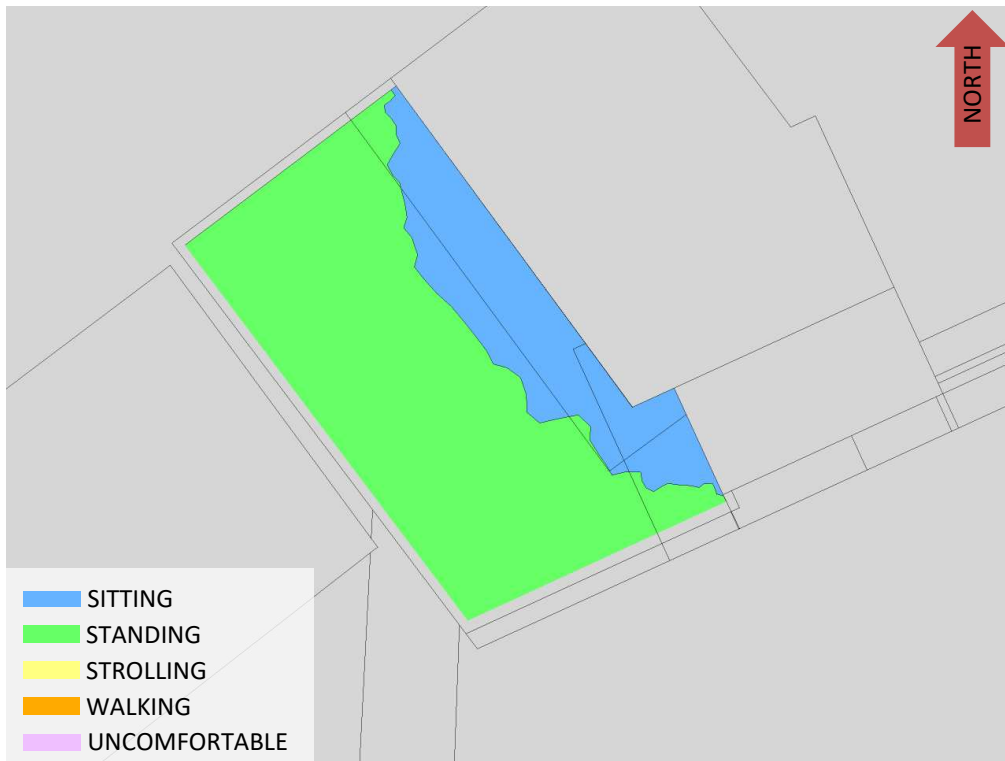
**FIGURE 7A: SPRING – WIND COMFORT, LEVEL B1 COMMON AMENITY TERRACE**



**FIGURE 7B: SUMMER – WIND COMFORT, LEVEL B1 COMMON AMENITY TERRACE**



**FIGURE 7C: AUTUMN – WIND COMFORT, LEVEL B1 COMMON AMENITY TERRACE**



**FIGURE 7D: WINTER – WIND COMFORT, LEVEL B1 COMMON AMENITY TERRACE**



**FIGURE 8A: TYPICAL USE PERIOD – WIND COMFORT, LEVEL B1 COMMON AMENITY TERRACE**

# GRADIENTWIND

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## APPENDIX A

### SIMULATION OF THE ATMOSPHERIC BOUNDARY LAYER

## **SIMULATION OF THE ATMOSPHERIC BOUNDARY LAYER**

The atmospheric boundary layer (ABL) is defined by the velocity and turbulence profiles according to industry standard practices. The mean wind profile can be represented, to a good approximation, by a power law relation, Equation (1), giving height above ground versus wind speed (1), (2).

$$U = U_g \left( \frac{Z}{Z_g} \right)^\alpha \quad \text{Equation (1)}$$

where,  $U$  = mean wind speed,  $U_g$  = gradient wind speed,  $Z$  = height above ground,  $Z_g$  = depth of the boundary layer (gradient height), and  $\alpha$  is the power law exponent.

For the model,  $U_g$  is set to 6.5 metres per second, which approximately corresponds to the 60% mean wind speed for Ottawa based on historical climate data and statistical analyses. When the results are normalized by this velocity, they are relatively insensitive to the selection of gradient wind speed.

$Z_g$  is set to 540 m. The selection of gradient height is relatively unimportant, so long as it exceeds the building heights surrounding the subject site. The value has been selected to correspond to our physical wind tunnel reference value.

$\alpha$  is determined based on the upstream exposure of the far-field surroundings (i.e., the area that it not captured within the simulation model).

Table 1 presents the values of  $\alpha$  used in this study, while Table 2 presents several reference values of  $\alpha$ . When the upstream exposure of the far-field surroundings is a mixture of multiple types of terrain, the  $\alpha$  values are a weighted average with terrain that is closer to the subject site given greater weight.

**TABLE 1: UPSTREAM EXPOSURE (ALPHA VALUE) VS TRUE WIND DIRECTION**

Wind Direction (Degrees True)	Alpha Value ( $\alpha$ )
0	0.21
49	0.24
74	0.25
103	0.24
167	0.25
197	0.25
217	0.25
237	0.23
262	0.18
282	0.19
301	0.19
324	0.20

**TABLE 2: DEFINITION OF UPSTREAM EXPOSURE (ALPHA VALUE)**

Upstream Exposure Type	Alpha Value ( $\alpha$ )
Open Water	0.14-0.15
Open Field	0.16-0.19
Light Suburban	0.21-0.24
Heavy Suburban	0.24-0.27
Light Urban	0.28-0.30
Heavy Urban	0.31-0.33

The turbulence model in the computational fluid dynamics (CFD) simulations is a two-equation shear-stress transport (SST) model, and thus the ABL turbulence profile requires that two parameters be defined at the inlet of the domain. The turbulence profile is defined following the recommendations of the Architectural Institute of Japan for flat terrain (3).

$$I(Z) = \begin{cases} 0.1 \left( \frac{Z}{Z_g} \right)^{-\alpha-0.05}, & Z > 10 \text{ m} \\ 0.1 \left( \frac{10}{Z_g} \right)^{-\alpha-0.05}, & Z \leq 10 \text{ m} \end{cases} \quad \text{Equation (2)}$$

$$L_t(Z) = \begin{cases} 100 \text{ m} \sqrt{\frac{Z}{30}}, & Z > 30 \text{ m} \\ 100 \text{ m}, & Z \leq 30 \text{ m} \end{cases} \quad \text{Equation (3)}$$

where,  $I$  = turbulence intensity,  $L_t$  = turbulence length scale,  $Z$  = height above ground, and  $\alpha$  is the power law exponent used for the velocity profile in Equation (1).

Boundary conditions on all other domain boundaries are defined as follows: the ground is a no-slip surface; the side walls of the domain have a symmetry boundary condition; the top of the domain has a specified shear, which maintains a constant wind speed at gradient height; and the outlet has a static pressure boundary condition.

## REFERENCES

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