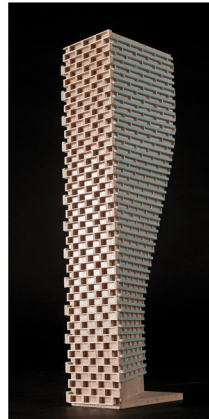


**PEDESTRIAN LEVEL
WIND STUDY**

1200 Maritime Way
Ottawa, Ontario

Report: 20-207-PLW



January 6, 2021

PREPARED FOR
Claridge Homes
210 Gladstone Avenue
Ottawa, ON K2P 0Y6

PREPARED BY
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EXECUTIVE SUMMARY

This report describes a pedestrian level wind (PLW) study to satisfy the requirements for a joint zoning by-law amendment (ZBA) and site plan control application (SPA) submission for a proposed multi-building development located at 1200 Maritime Way in Ottawa, Ontario (hereinafter referred to as “subject site”). Our mandate within this study is to investigate pedestrian wind comfort and safety within and surrounding the subject site, and to identify any areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, as 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, illustrated in Figures 3A-3D, and summarized as follows:

- 1) While the subject site is predicted to be moderately windy during the three colder seasons, all areas at grade level are predicted to satisfy the City of Ottawa wind comfort criteria throughout the year. The areas include building access points, nearby sidewalks, pathways, surface parking, and landscaped areas.
- 2) Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas surrounding the subject site at grade level were found to experience conditions that could be considered uncomfortable or dangerous.
- 3) 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.



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1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Claridge Homes to undertake a pedestrian level wind (PLW) study to satisfy the requirements for a joint zoning by-law amendment (ZBA) and site plan control application (SPA) submission for a proposed multi-building development located at 1200 Maritime Way in Ottawa, Ontario (hereinafter referred to as “subject site”). Our mandate within this study is to investigate pedestrian wind comfort and safety within and surrounding the subject site, and to identify any areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, as 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 of the subject site prepared by Neuf Architect(e)s in September 2020, 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 focus of this pedestrian level wind study is a proposed multi-building development located at 1200 Maritime Way in Ottawa, Ontario. The subject site is located at the west side of a parcel of land bounded by Maritime Way to the north and northwest, an existing pond to the east, Highway 417 to the southeast, and Kanata Avenue to the southwest. Throughout this report, the Highway 417 elevation is referred to as the south elevation.



*Architectural Rendering, South Perspective
(Courtesy of Neuf Architect(e)s)*

The development comprises two residential buildings; a 30-storey building including a 7-storey podium situated on the west side of the site (West Tower) and a 28-storey building including a 7-storey podium at the east side of the site (East Tower). A driveway at the north side of the site provides access to surface parking, a circular drop-off area and a ramp to three levels of below-grade parking.



The ground floor of the west building comprises residential units at the south side with indoor amenity space and building support facilities in the remaining areas. The primary building entrance is located at the centre of the east elevation. Levels 2 and above are reserved for residential occupancy. At Level 8, the floorplate sets back at the north side and continues to rise with a uniform planform.

The ground floor of the east building comprises residential units, indoor amenity space, and building support facilities. Primary building entrances are located near the south and north of the west elevation. Levels 2 and above are reserved for residential occupancy, except for an indoor amenity area provided at the southeast corner of Level 2. The floorplate sets back at the southeast corner of Level 3 and the north side of Level 8. Levels 8 and above rise with a uniform planform.

The near-field surroundings (defined as an area within 200 metres (m) of the subject site) include a high-rise (approximately 30 m) hotel (Holiday Inn) to the west, a mid-rise (approximately 22 m tall) retirement home (Timberwalk) to the northwest, and a mid-rise (approximately 16 m) hotel (Marriot TownePlace Suites) to the north. The remainder of the near field comprises Highway 417 to the south and Kanata Avenue to the west, as well as undeveloped land. The far-field surroundings (defined as an area beyond the near-field but within a 2-kilometre (km) radius of the subject site) contribute primarily suburban wind exposures from all directions.

Key areas under consideration include surrounding sidewalks, walkways, building access points and outdoor amenity areas. Figure 1 illustrates the subject site and surrounding context, while Figures 2A-2D illustrate the computational model used to conduct the study.

3. OBJECTIVES

The principal objectives of this study are to (i) determine pedestrian level wind comfort and safety 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 criteria¹. 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 more conservative (i.e., windier) wind speed values.

¹ City of Ottawa Terms of References: Wind Analysis
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 site for 12 wind directions. The CFD simulation model was centered on the study building, complete with surrounding massing within a diameter of approximately 820 m.

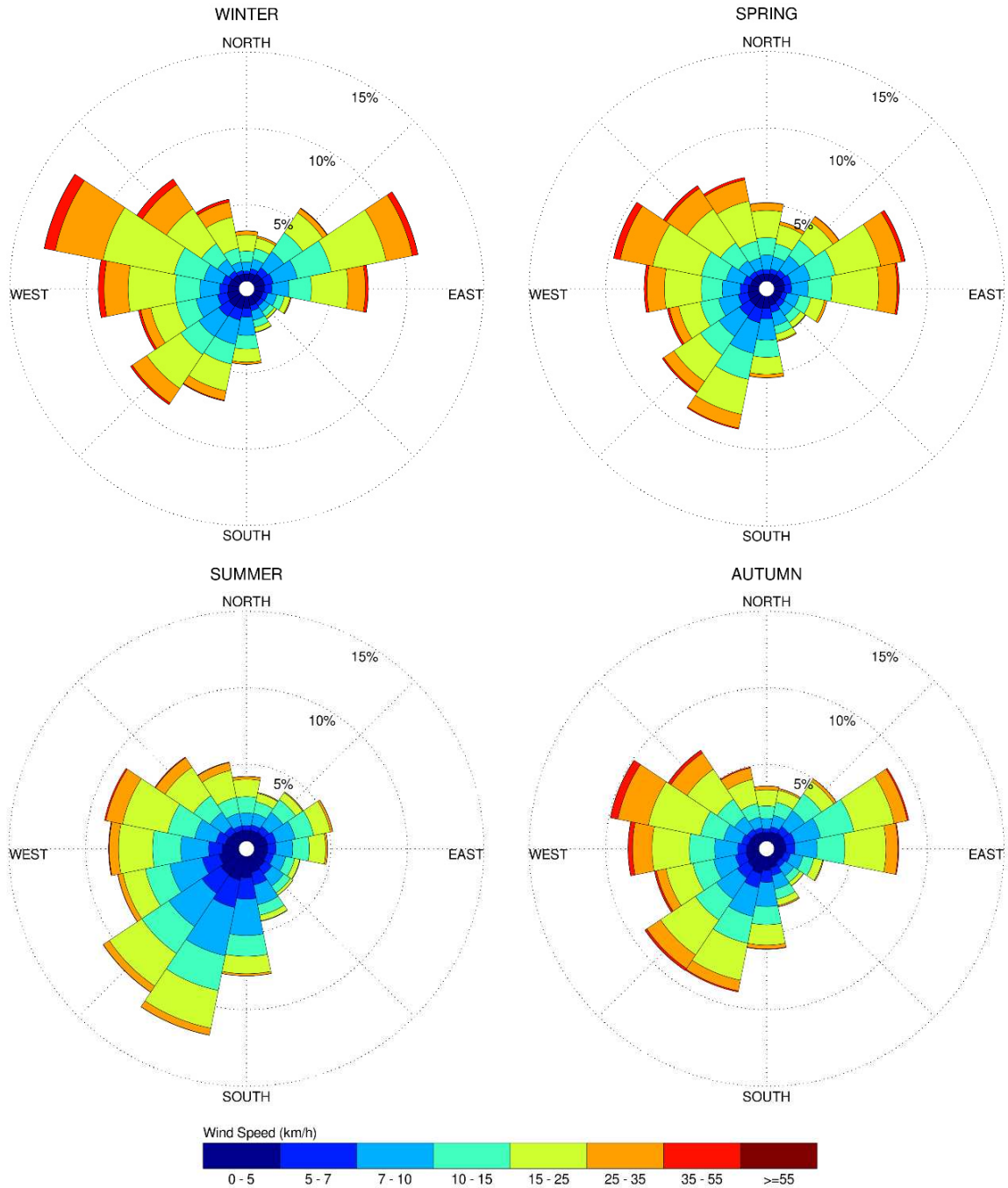
Mean and peak wind speed data obtained over the study site for each wind direction were interpolated to 36 wind directions at 10° intervals, representing the full compass azimuth. Measured wind speeds on a continuous measurement plane 1.5 m above local grade were referenced to the wind speed at gradient height to generate mean and peak velocity ratios, which were used to calculate full-scale values. The 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 CFD wind flow simulation technique are presented in Appendix A.

4.3 Meteorological Data Analysis

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:

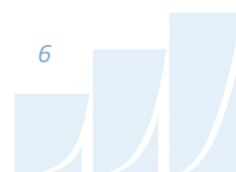
1. Radial distances indicate percentage of time of wind events.
2. Wind speeds are mean hourly in km/h, measured at 10 m above the ground.

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 80% 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 mean gust speed ranges are selected based on 'The Beaufort Scale', which describes the effect of forces produced by varying wind speeds on levels on objects.



THE BEAUFORT SCALE

| Number | Description | Wind Speed (km/h) | | Description |
|--------|-----------------|-------------------|--------|---|
| | | Mean | Gust | |
| 2 | Light Breeze | 6-11 | 9-17 | Wind felt on faces |
| 3 | Gentle Breeze | 12-19 | 18-29 | Leaves and small twigs in constant motion; wind extends light flags |
| 4 | Moderate Breeze | 20-28 | 30-42 | Wind raises dust and loose paper; small branches are moved |
| 5 | Fresh Breeze | 29-38 | 43-57 | Small trees in leaf begin to sway |
| 6 | Strong Breeze | 39-49 | 58-74 | Large branches in motion; Whistling heard in electrical wires; umbrellas used with difficulty |
| 7 | Moderate Gale | 50-61 | 75-92 | Whole trees in motion; inconvenient walking against wind |
| 8 | Gale | 62-74 | 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 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 at a location were exceeded for more than 20% of the time, walking or less vigorous activities would be considered uncomfortable. As most of 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 desired comfort classes are summarized on the following page.

DESIRED PEDESTRIAN COMFORT CLASSES FOR VARIOUS LOCATION TYPES

| Location Types | Desired Comfort Classes |
|--|--------------------------------|
| Primary Building Entrance | Standing |
| Secondary Building Access Point | Standing / Strolling / Walking |
| Primary Public Sidewalk | Strolling / Walking |
| Secondary Public Sidewalk / Bicycle Path | Walking |
| Outdoor Amenity Space | Sitting / Standing / Strolling |
| Café / Patio / Bench / Garden | Sitting |
| Transit Stop | Sitting / Standing |
| Public Park / Plaza | Standing / Strolling |
| Garage / Service Entrance | Walking |
| Parking Lot | Strolling / Walking |
| Vehicular Drop-Off Zone | Standing / Strolling / Walking |

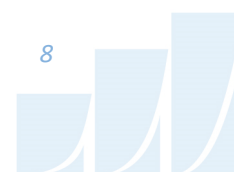
5. RESULTS AND DISCUSSION

The following discussion of predicted pedestrian wind conditions is accompanied by Figures 3A-3D (following the main text) illustrating the seasonal wind conditions at grade level. The wind conditions are presented as continuous contours of wind comfort within and surrounding the subject site.

The colour contours indicate various comfort classes predicted for certain regions. Wind conditions comfortable for sitting or more sedentary activities are represented by the colour green, standing are represented by yellow, strolling by orange, walking by blue, while uncomfortable conditions are represented by the colour magenta. Pedestrian comfort is summarized below for each area of interest.

5.1 Wind Comfort Conditions – Grade Level

Maritime Way: The sidewalks along Maritime Way to the north of the subject site will be suitable for standing during the summer, mostly suitable for standing during the autumn, and mostly suitable for strolling during the spring and winter seasons. During the winter season, walking conditions are predicted to develop near the southwest corner of the existing Marriot TownPlace Suites building. While moderate wind channeling is expected between the East Tower and the Marriot TownPlace Suites building, the



setback of the East Tower from the north side of the podium is a positive design feature that reduces overall wind accelerations in this area. The noted conditions, while moderately windy, are considered acceptable according to the wind comfort criteria in Section 4.4.

Driveway, Roundabout, Surface Parking, and Landscaped Areas: Grade-level areas on-site will be generally suitable for a mix of sitting and standing during the summer, although strolling conditions will develop within the south end of the site where stronger winds are predicted due to wind acceleration around the south corner of the West Tower and wind channeling between the East and West Towers. During the three colder seasons, wind conditions are predicted to be generally suitable for standing, strolling, or walking. However, areas immediately adjacent to the east and west façades of the East Tower are expected to remain suitable for sitting. Wind conditions are expected to be calmer over the northern portion of the site, and somewhat windier over the western portion of the site where moderate wind channelling effects are expected between the West Tower and the existing Timberwalk Retirement Home.

Since outdoor amenity areas will not be provided at grade, the noted conditions are considered acceptable for the intended uses of the areas on a seasonal basis. If outdoor amenity areas are desired, we recommend locating them within the regions identified as being suitable for sitting during the summer season (Figure 3B).

Kanata Avenue: The sidewalks along Kanata Avenue will be suitable for standing during the summer, suitable for a mix of standing and strolling during the autumn, and suitable for walking or better during the remaining colder seasons. These conditions are in part due to the exposure of the site, and the elevated topography of Kanata Avenue. The noted conditions, while moderately windy, are considered acceptable according to the wind comfort criteria in Section 4.4.

Primary Building Entrances: All primary building entrances serving the East and West Towers will be suitable for standing, or better, throughout the year. These conditions are considered acceptable according to the wind comfort criteria.

5.2 Wind Safety – Grade Level

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

5.3 Applicability of Results

Wind conditions over surrounding sidewalks beyond the subject site, as well as at nearby primary building entrances, will be acceptable for their intended pedestrian uses during each seasonal period upon the introduction of the subject site. Pedestrian wind comfort and safety have been quantified for the specific configuration of existing and foreseeable construction around the study 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 site would alter the wind profile approaching the site; and (ii) development in proximity to the site would cause changes to local flow patterns. In general, development in urban centers generally creates reduction in the mean wind speeds and localized increases in the gustiness of the wind.

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 comfort and safety conditions is provided in Section 5 and illustrated in Figures 3A-3D (following the main text). 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 similar developments in Ottawa, we conclude the following:

- 1) While the subject site is predicted to be moderately windy during the three colder seasons, all areas at grade level are predicted to satisfy the City of Ottawa wind comfort criteria throughout the year. The areas include building access points, nearby sidewalks, pathways, surface parking, and landscaped areas.
- 2) Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas surrounding the subject site at grade level were found to experience conditions that could be considered uncomfortable or dangerous.
- 3) 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.

This concludes our PLW study and report. Please advise the undersigned of any questions or comments.

Sincerely,

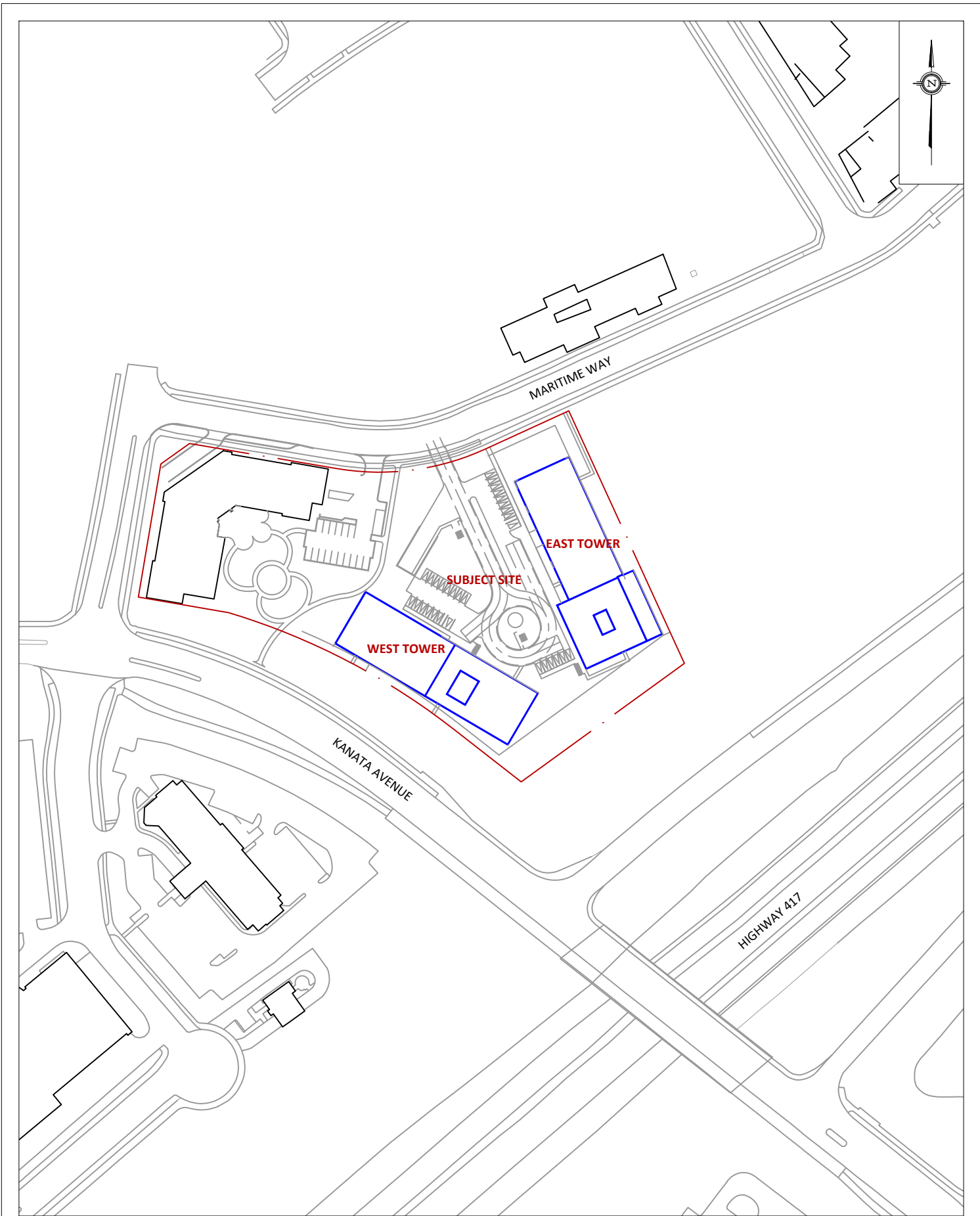
Gradient Wind Engineering Inc.



Sacha Ruzzante, MASc
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Justin Ferraro, P.Eng.
Principal



| | | |
|---------|---|-------------------------------|
| PROJECT | 1200 MARITIME WAY, OTTAWA PEDESTRIAN LEVEL WIND ASSESSMENT | |
| SCALE | 1:2000 (APPROX.) | DRAWING NO. GW20-207-PLW-1 |
| DATE | OCTOBER 14, 2020 | DRAWN BY S.P. |

| | |
|-------------|--|
| DESCRIPTION | FIGURE 1: SITE PLAN AND SURROUNDING CONTEXT |
|-------------|--|

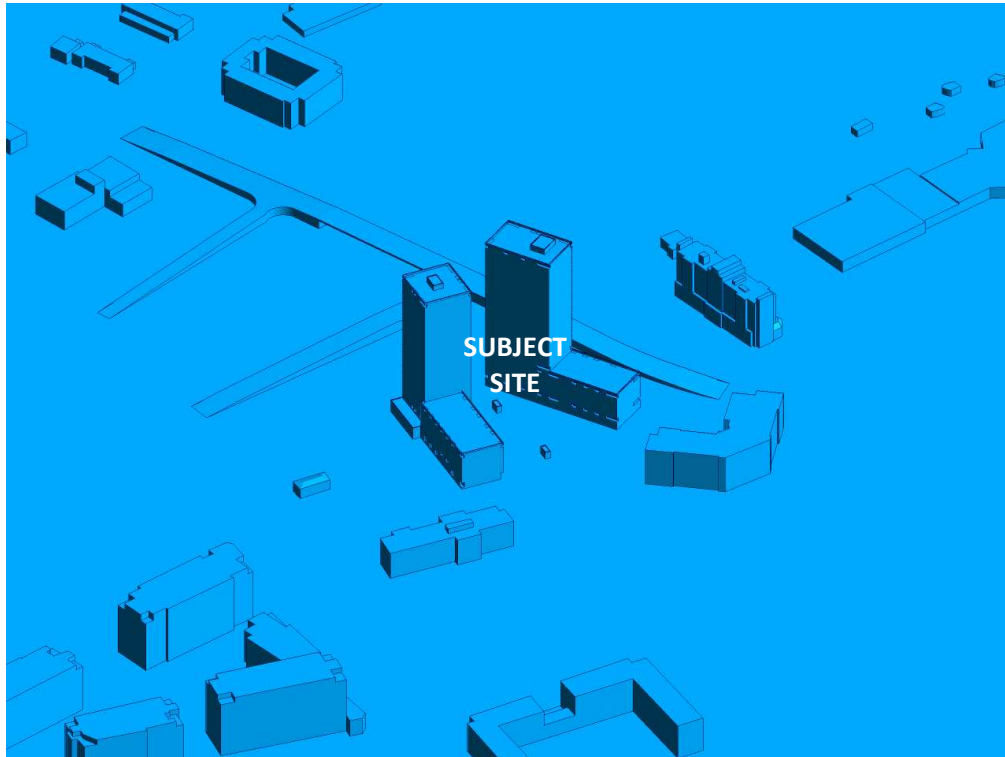


FIGURE 2A: COMPUTATIONAL MODEL, NORTH PERSPECTIVE



FIGURE 2B: CLOSE UP OF FIGURE 2A



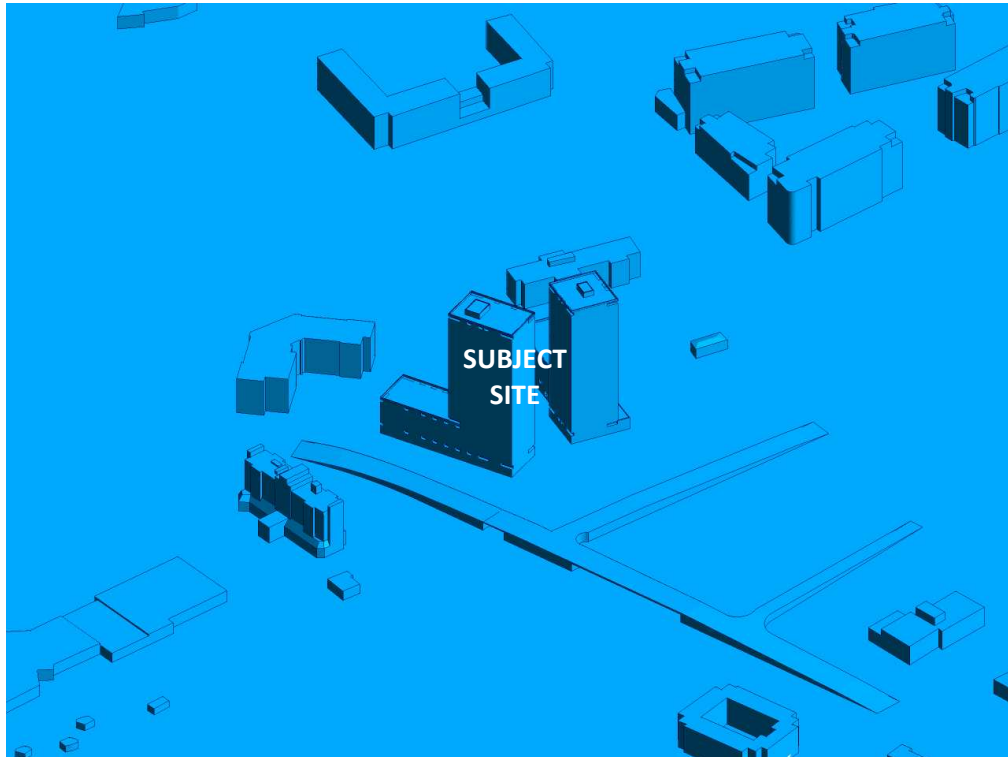


FIGURE 2C: COMPUTATIONAL MODEL, SOUTH PERSPECTIVE

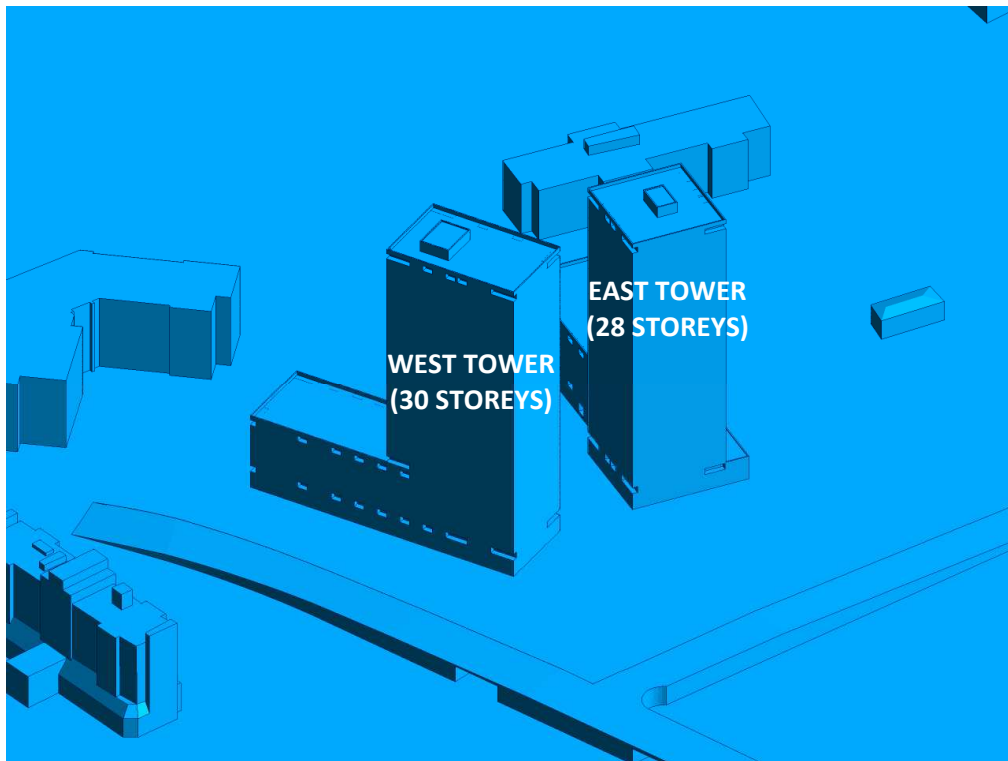


FIGURE 2D: CLOSE UP OF FIGURE 2C



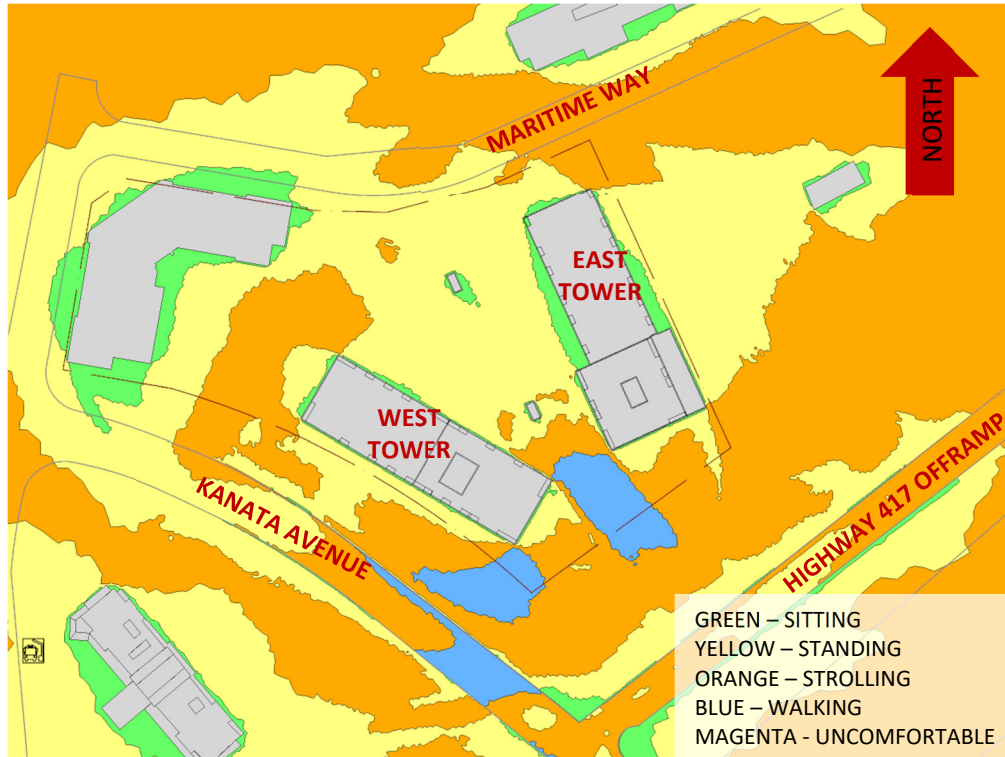


FIGURE 3A: SPRING – WIND CONDITIONS AT GRADE LEVEL

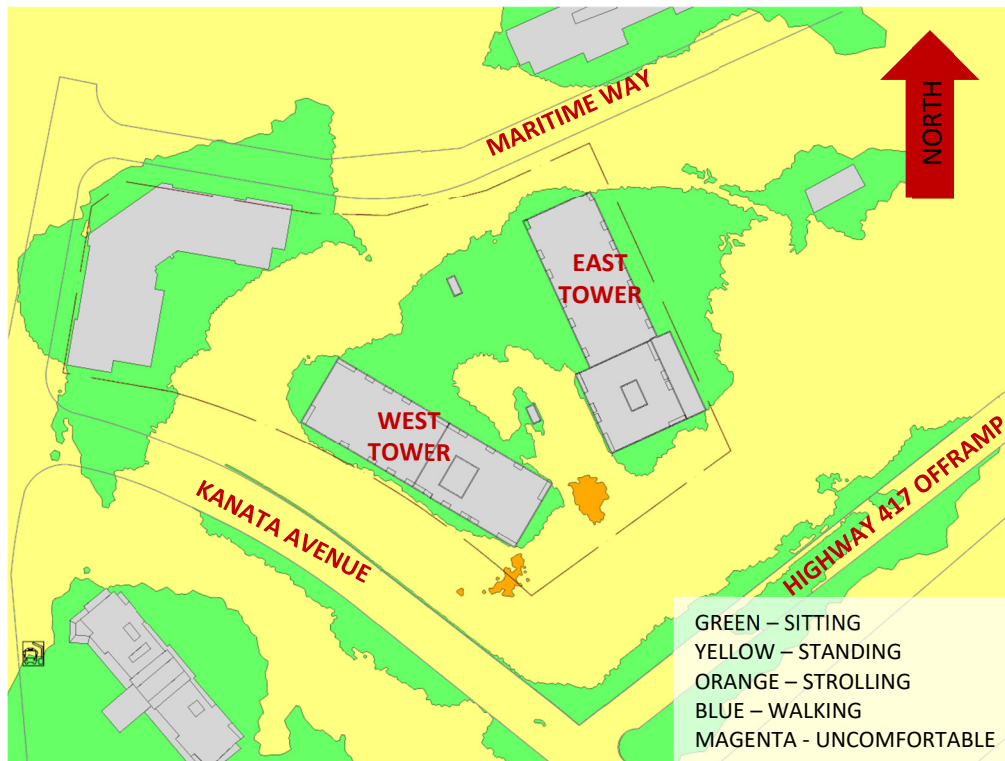


FIGURE 3B: SUMMER – WIND CONDITIONS AT GRADE LEVEL

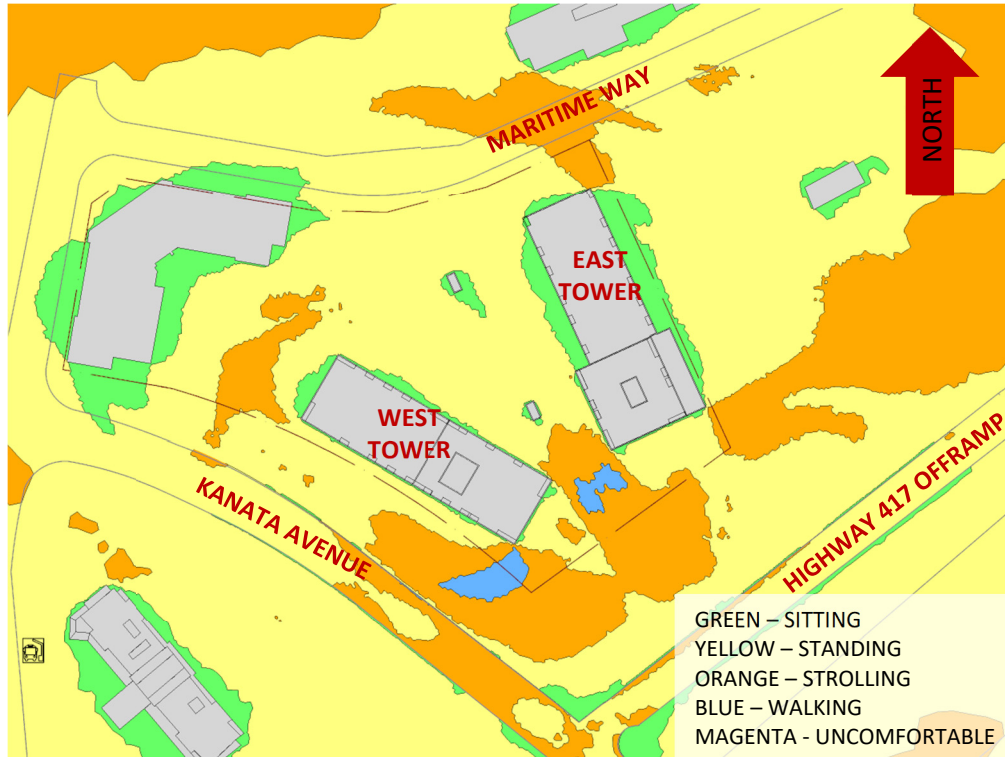


FIGURE 3C: AUTUMN – WIND CONDITIONS AT GRADE LEVEL

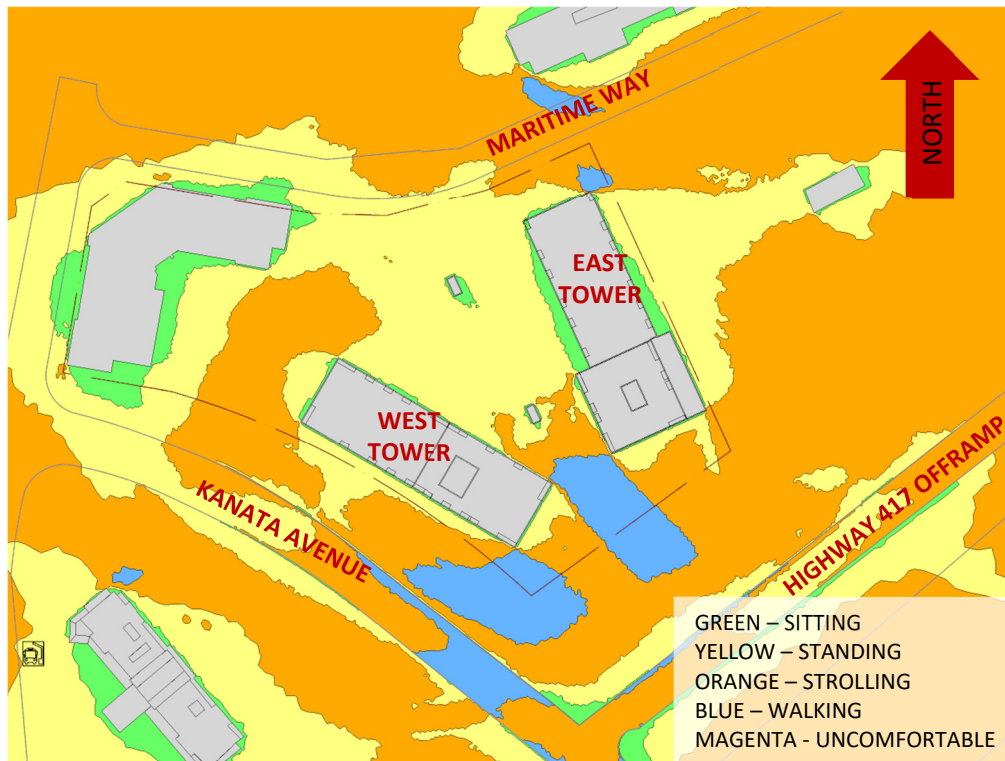
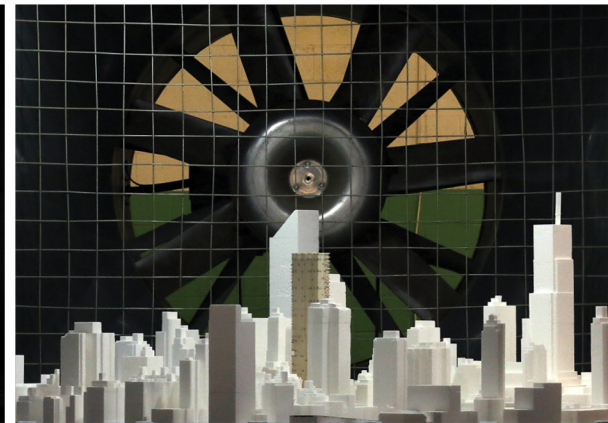
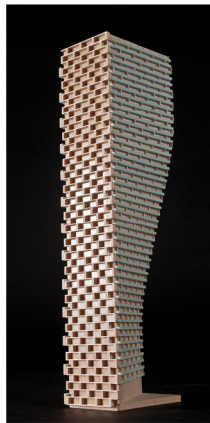


FIGURE 3D: WINTER – WIND CONDITIONS AT GRADE LEVEL



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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 α is the power law exponent.

For the model, U_g is set to 6.5 metres per second (m/s), 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.

α 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 α used in this study, while Table 2 presents several reference values of α . When the upstream exposure of the far-field surroundings is a mixture of multiple types of terrain, the α 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 (° True) | Alpha (α) Value |
|-------------------------|--------------------------|
| 0 | 0.23 |
| 49 | 0.22 |
| 74 | 0.22 |
| 103 | 0.23 |
| 167 | 0.23 |
| 197 | 0.23 |
| 217 | 0.22 |
| 237 | 0.22 |
| 262 | 0.23 |
| 282 | 0.23 |
| 302 | 0.23 |
| 324 | 0.23 |

TABLE 2: DEFINITION OF UPSTREAM EXPOSURE (ALPHA VALUE)

| Upstream Exposure Type | α |
|------------------------|-----------|
| 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 α 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.

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- [1] P. Arya, "Chapter 10: Near-neutral Boundary Layers," in *Introduction to Micrometeorology*, San Diego, California, Academic Press, 2001.
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