

**PEDESTRIAN LEVEL
WIND STUDY**

3750 North Bowesville Road
Ottawa, Ontario

Report: 22-077-PLW-2023



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PREPARED FOR

Jennings Real Estate Corporation
Suite 370, 18 Louisa Street
Ottawa, ON K1R 6Y6

PREPARED BY

Sunny Kang, B.A.S., Project Coordinator
Omar Rioseco, B.Eng., Junior Wind Scientist
Justin Ferraro, P.Eng., Principal

EXECUTIVE SUMMARY

This report describes a pedestrian level wind (PLW) study undertaken to satisfy Zoning By-law Amendment (ZBLA) application submission requirements for the proposed multi-building residential development located at 3750 North Bowesville Road 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 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-5D, 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, existing surface parking lots and laneways to the west and north, proposed laneways and walkways, lounge terraces, and in the vicinity of building access points, are considered acceptable.
- 2) Wind comfort conditions within the amenity terrace serving the proposed development at Level 2 are predicted to be suitable for sitting throughout the year, which are considered acceptable.
- 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 (for example, 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.



TABLE OF CONTENTS

1. INTRODUCTION 1

2. TERMS OF REFERENCE 1

3. OBJECTIVES 2

4. METHODOLOGY..... 3

4.1 Computer-Based Context Modelling3

4.2 Wind Speed Measurements.....4

4.3 Historical Wind Speed and Direction Data4

4.4 Pedestrian Wind Comfort and Safety Criteria – City of Ottawa.....6

5. RESULTS AND DISCUSSION 8

5.1 Wind Comfort Conditions – Grade Level.....9

5.2 Wind Comfort Conditions – Level 2 Common Amenity Terrace10

5.3 Wind Safety10

5.4 Applicability of Results10

6. CONCLUSIONS AND RECOMMENDATIONS 11

FIGURES

APPENDICES

Appendix A – Simulation of the Atmospheric Boundary Layer



1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Jennings Real Estate Corporation to undertake a pedestrian level wind (PLW) study to satisfy Zoning By-law Amendment (ZBLA) application submission requirements for the proposed multi-building residential development located at 3750 North Bowesville Road in Ottawa, Ontario (hereinafter referred to as “subject site” or “proposed development”). A PLW study was conducted in April 2022¹ for the previous design of the proposed development. The noted prior study includes detailed descriptions of the predicted wind comfort conditions under the existing massing conditions. Our mandate within this study is to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where 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 Hobin Architecture in August 2023, 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 3750 North Bowesville Road in Ottawa, situated on a parcel of land bordered by North Bowesville Road to the east, the Ottawa Hunt and Golf Club to the south, and 3755 Riverside Drive to the west and north. The existing low-rise commercial building at 3750 North Bowesville Road is to be demolished. Throughout this report, North Bowesville Road is considered as project east.

The proposed development comprises two nearly rectangular 14-storey buildings in two phases: Phase 1 includes the South Building and Phase 2 includes the North Building, situated to the south and north of the subject site, respectively. Both towers are topped with a mechanical penthouse. The two buildings are connected by a central 1-storey podium link, which provides an indoor amenity area on the ground floor, and an outdoor amenity terrace on its roof at Level 2. Primary building access points are located near the northeast corner of the South Building, near the southeast corner of the North Building, and

¹ Gradient Wind Engineering Inc., ‘3750 Bowesville Road – *Pedestrian Level Wind Study*’, [April 12, 2022]



along the east elevation of the podium link. Access to the noted primary building access points is provided by a laneway to the east of the subject site from North Bowesville Road. Lounge terraces are situated to the west of the podium link. A parking ramp near the southeast corner of the South Building provides access to the parking garage. Setbacks are situated along the west, north, and east elevations at Level 2 of the South Building while setbacks are situated along the east, south, and west elevations at Level 2 of the North Building. Both buildings step back from the east and west elevations at Level 8, from the east elevation at Levels 9 and 10, and from all elevations at Level 11.

The near-field surroundings, defined as an area within 200 metres (m) of the subject site, include two mid-rise commercial buildings to the southwest, low-rise buildings and surface parking from the southwest to the northeast, and green space for the remaining compass directions. Notably, 3755 Riverside Drive, comprised of two building mid-rise commercial buildings, is situated approximately 13 m to the southwest, and a 3-storey parking garage is situated approximately 10 m to the northwest. The Ottawa Hunt and Golf Club golf course borders the southeast perimeter of the proposed development and is across North Bowesville Road to the east. 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 primarily by low-rise buildings with isolated high-rise buildings to the northwest, and open exposure from the Ottawa Macdonald-Cartier International Airport from the southeast clockwise to the south-southwest. Notably, the McCarthy Woods is situated approximated 540 m to the north-northwest of the subject site. In addition, the Rideau River flows from the south-southwest to the north, approximately 450 m to the west-northwest of the subject site.

A site plan for the proposed massing scenario is illustrated in Figure 1, while Figures 2A-2D illustrate the computational models used to conduct the study.

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 subject 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 criteria². 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 subject 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.

² 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 proposed development, complete with surrounding massing within a radius of 480 m.

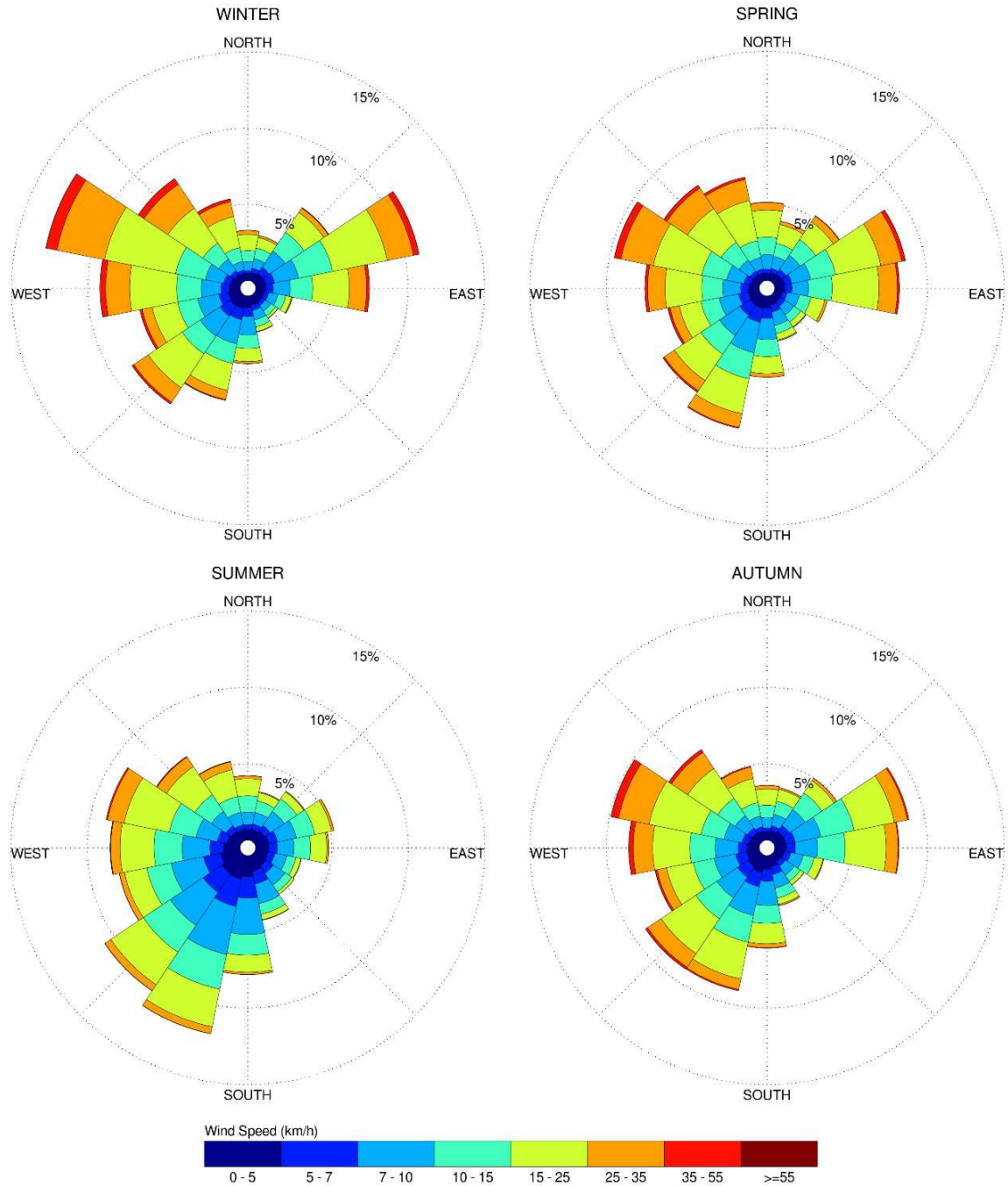
Mean and peak wind speed data obtained over the subject site for each wind direction were interpolated to 36 wind directions at 10° intervals, representing the full compass azimuth. Measured wind speeds approximately 1.5 m above local grade and the Level 2 common amenity terrace serving the proposed development 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 prominent 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 prominence 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 Wind 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 (that is, 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 (that is, 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 / Standing
Café / Patio / Bench / Garden	Sitting / Standing
Transit Stop (Without Shelter)	Standing
Transit Stop (With Shelter)	Walking
Public Park / Plaza	Sitting / Standing
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 under the proposed massing scenario is accompanied by Figures 3A-3D, which illustrate wind conditions at grade level, and by Figures 5A-5D, which illustrate wind conditions over the common amenity terrace serving the proposed development at Level 2. Conditions are presented as continuous contours of wind comfort within and surrounding the subject site and correspond to the various comfort classes noted in Section 4.4. 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.

Wind comfort conditions over the lounge terraces at grade level are also reported for the typical use period, which is defined as May to October, inclusive. Figure 4 illustrates comfort conditions consistent with the comfort classes in Section 4.4. 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 – Grade Level

Sidewalks along North Bowesville Road: Following the introduction of the proposed development, wind comfort conditions over the nearby public sidewalks along North Bowesville Road are predicted to be suitable mostly for sitting during the summer, becoming suitable for a mix of sitting and standing during the autumn, and suitable for walking, or better, during the winter and spring. The noted conditions are considered acceptable.

While the introduction of the proposed development produces windier conditions over North Bowesville Road in comparison to existing conditions (refer to Section 5 of the noted previous PLW report mentioned in Section 1 for a detailed description of the predicted wind comfort conditions for the existing massing scenario), wind comfort conditions with the proposed development are nevertheless considered acceptable.

Existing Surface Parking Lots and Laneways West and North of Subject Site: Following the introduction of the proposed development, wind comfort conditions over the existing surface parking lot and laneway to the west of the subject site are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for standing, or better, during the autumn, and suitable for walking, or better, during the winter and spring. Conditions over the existing surface parking lot and laneway to the north of the subject site are predicted to be suitable mostly for sitting during the summer, becoming suitable for standing, or better, throughout the remainder of the year. The noted conditions are considered acceptable.

Notably, the introduction of the proposed development is predicted to improve comfort levels over the noted areas to the west and north of the subject site, in comparison to existing conditions (refer to Section 5 of the noted previous PLW report mentioned in Section 1 for a detailed description of the predicted wind comfort conditions for the existing massing scenario), and wind conditions with the proposed development are considered acceptable.

Proposed Laneways and Walkways Within Subject Site: Wind comfort conditions over the proposed laneways situated to the east and near the southeast corner of the subject site are predicted to be suitable for sitting throughout the year. Conditions over the walkways within the subject site are predicted to be suitable for a mix of sitting and standing throughout the year. The noted conditions are considered acceptable.

Lounge Terraces West of Subject Site: Wind comfort conditions over the lounge terraces situated to the west of the central podium link are predicted to be suitable for sitting during the typical use period, as illustrated in Figure 4. The noted conditions are considered acceptable.

Primary Building Access Points: Wind conditions in the vicinity of the primary building access points situated near the northeast corner of the South Building, near the southeast corner of the North Building, and along the east elevation of the podium link are predicted to be suitable for sitting throughout the year. The noted conditions are considered acceptable.

5.2 Wind Comfort Conditions – Level 2 Common Amenity Terrace

Wind comfort conditions within the common amenity terrace serving the proposed development at Level 2 are predicted to be suitable for sitting throughout the year, as illustrated in Figures 5A-5D. The noted conditions are considered acceptable.

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 are expected 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 (that is, 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.



6. CONCLUSIONS AND RECOMMENDATIONS

A complete summary of the predicted wind conditions is provided in Section 5 and illustrated in Figures 3A-5D. 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, existing surface parking lots and laneways to the west and north, proposed laneways and walkways, lounge terraces, and in the vicinity of building access points, are considered acceptable.
- 2) Wind comfort conditions within the amenity terrace serving the proposed development at Level 2 are predicted to be suitable for sitting throughout the year, which are considered acceptable.
- 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 (for example, 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.



Omar Rioseco, B.Eng.
Junior Wind Scientist

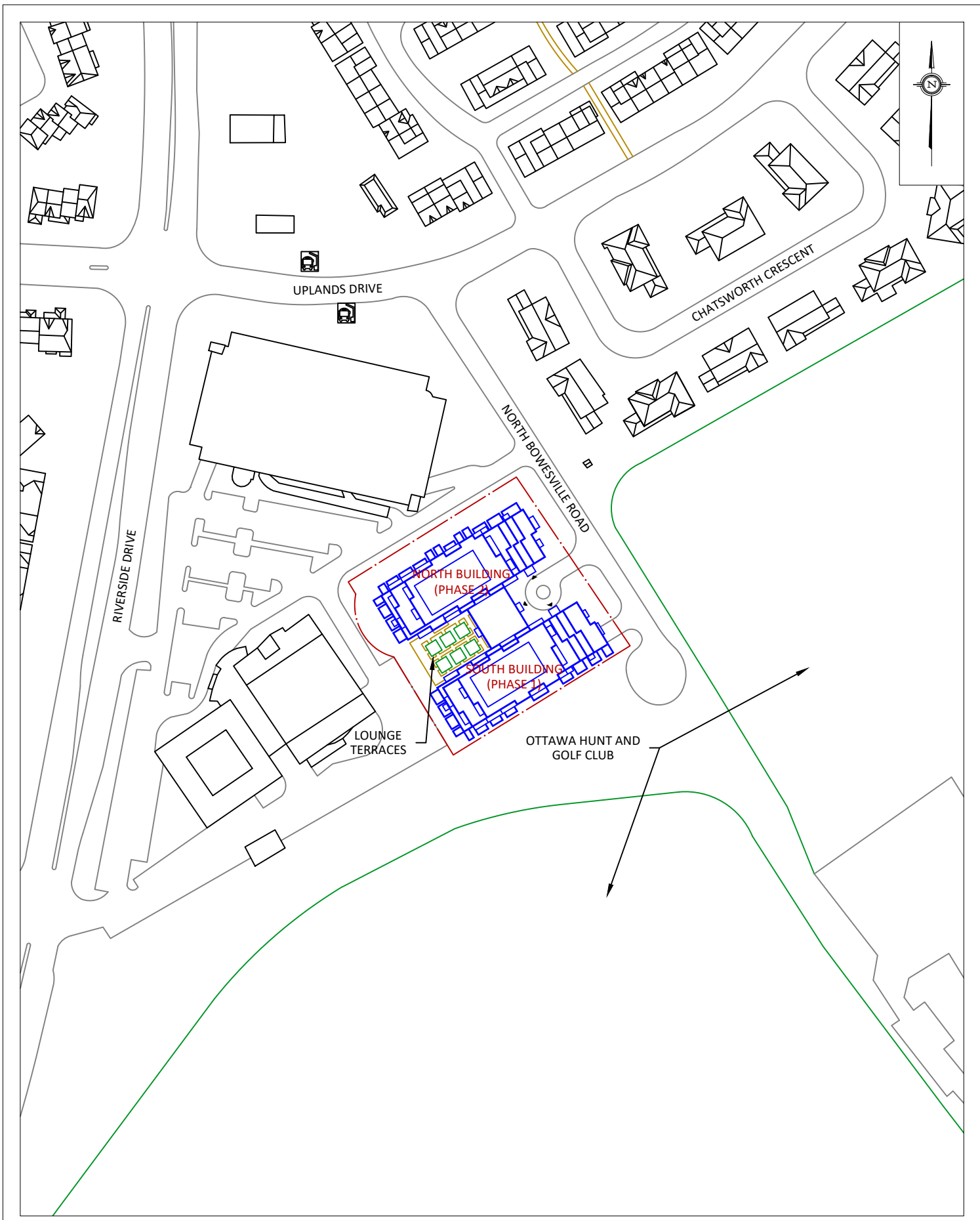


Sunny Kang, B.A.S.
Project Coordinator



Justin Ferraro, P.Eng.
Principal





GRADIENTWIND ENGINEERS & SCIENTISTS 127 WALGREEN ROAD, OTTAWA, ON 613 836 0934 • GRADIENTWIND.COM	PROJECT	3750 BOWSVILLE ROAD, OTTAWA PEDESTRIAN LEVEL WIND STUDY	DESCRIPTION
	SCALE	1:2000	FIGURE 1: PROPOSED SITE PLAN AND SURROUNDING CONTEXT
	DATE	AUGUST 23, 2023	
	DRAWING NO.	22-007-PLW-2023-1	
	DRAWN BY	S.K.	



FIGURE 2A: COMPUTATIONAL MODEL, PROPOSED MASSING, SOUTHEAST PERSPECTIVE

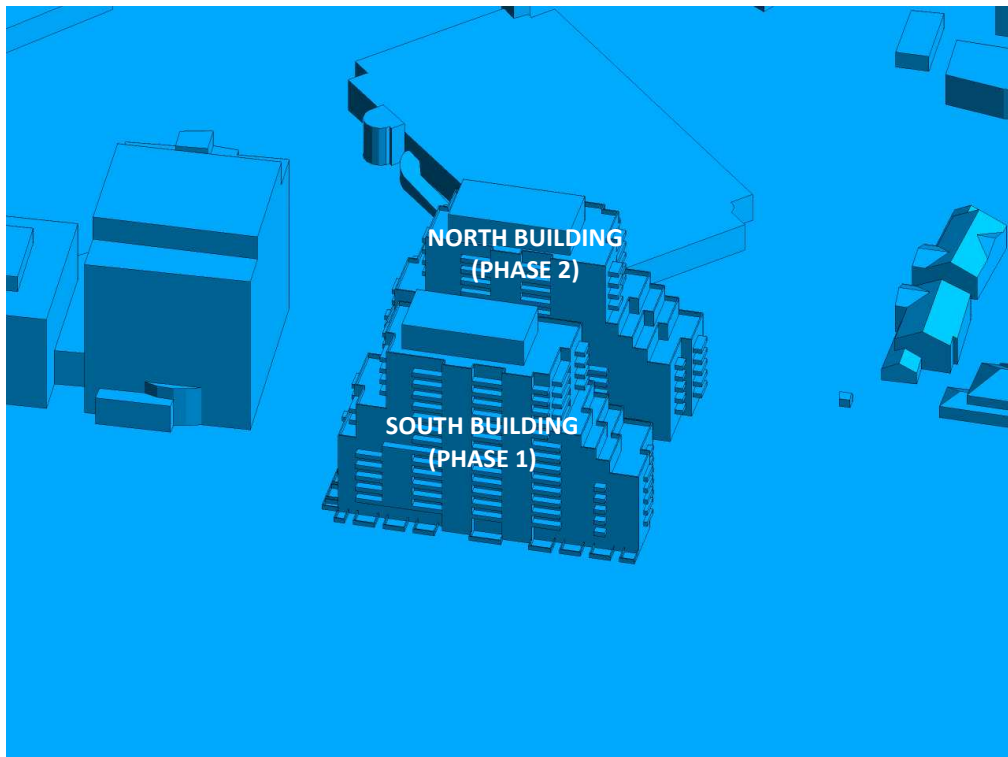


FIGURE 2B: CLOSE UP OF FIGURE 2A



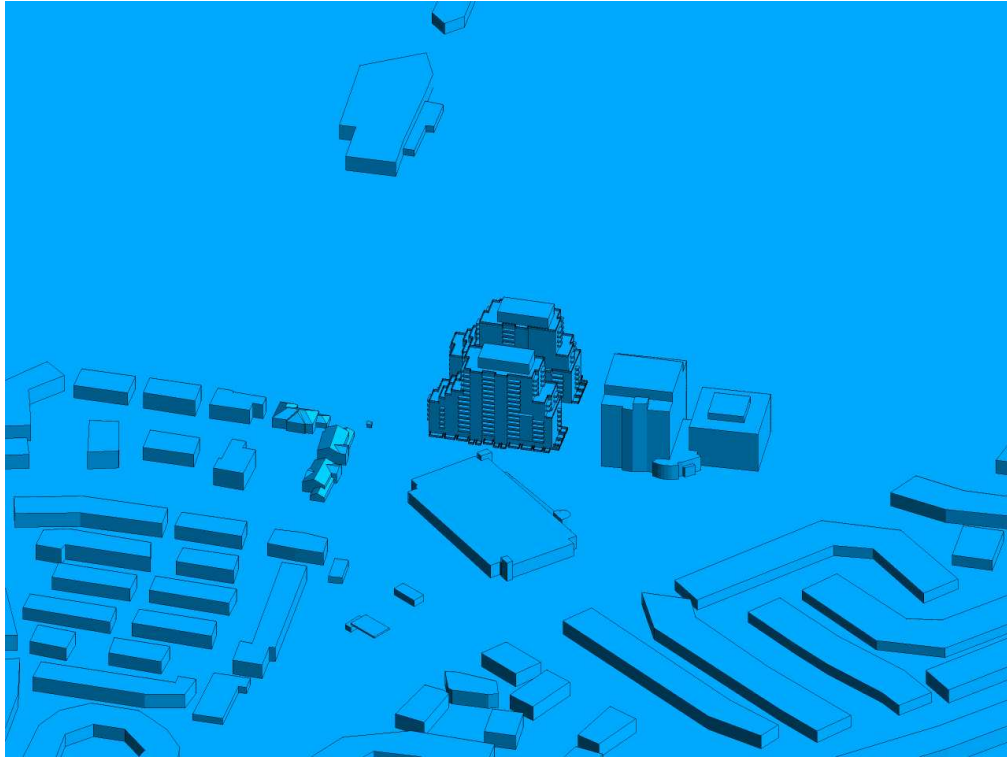


FIGURE 2C: COMPUTATIONAL MODEL, PROPOSED MASSING, NORTHWEST PERSPECTIVE



FIGURE 2D: CLOSE UP OF FIGURE 2C



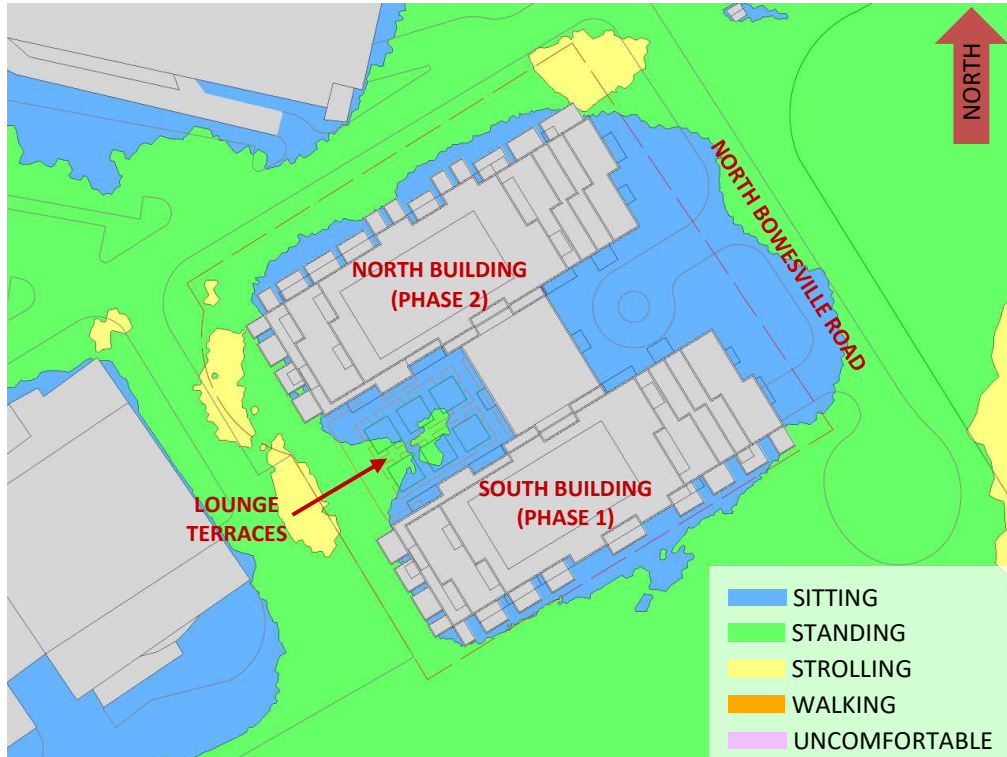


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

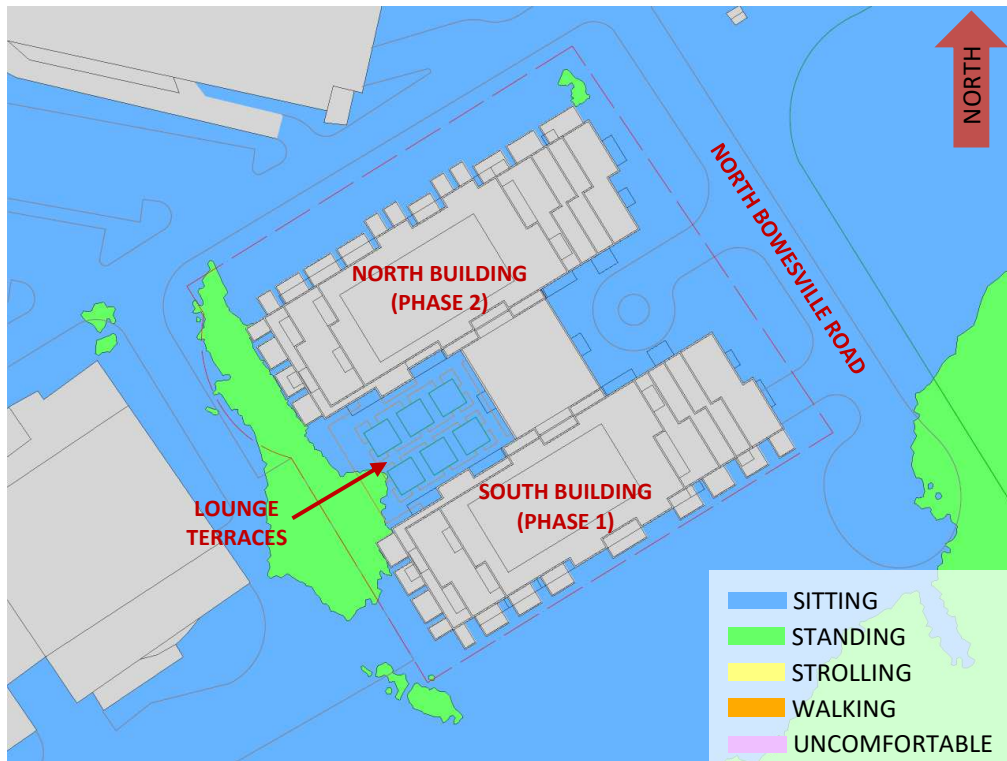


FIGURE 3B: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING



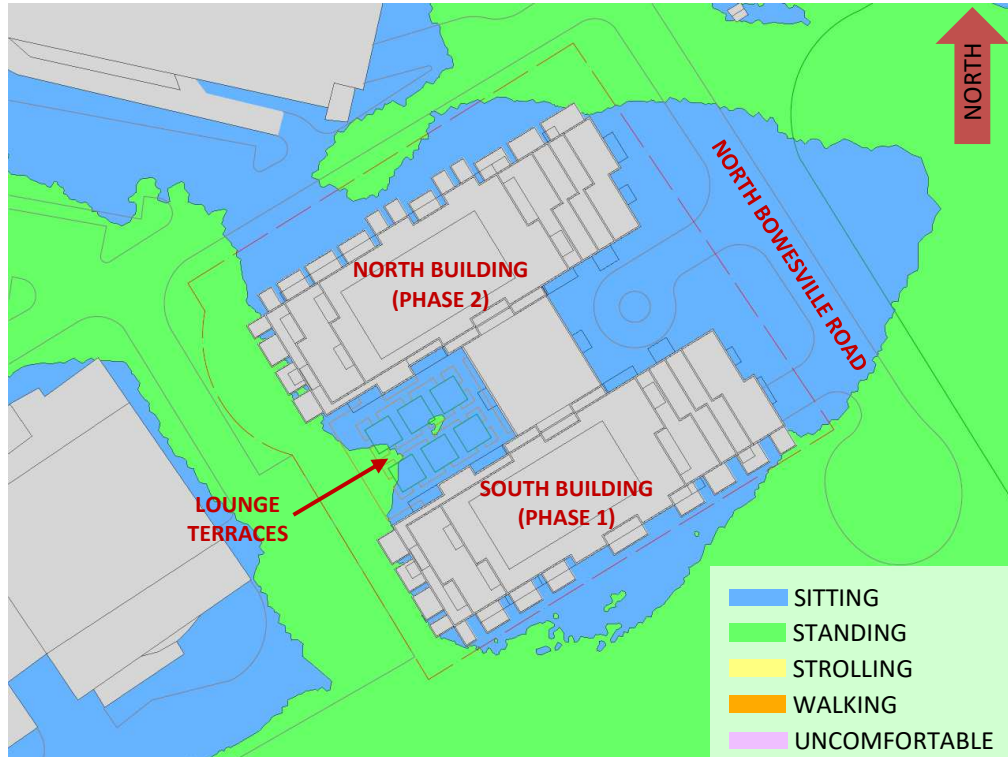


FIGURE 3C: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

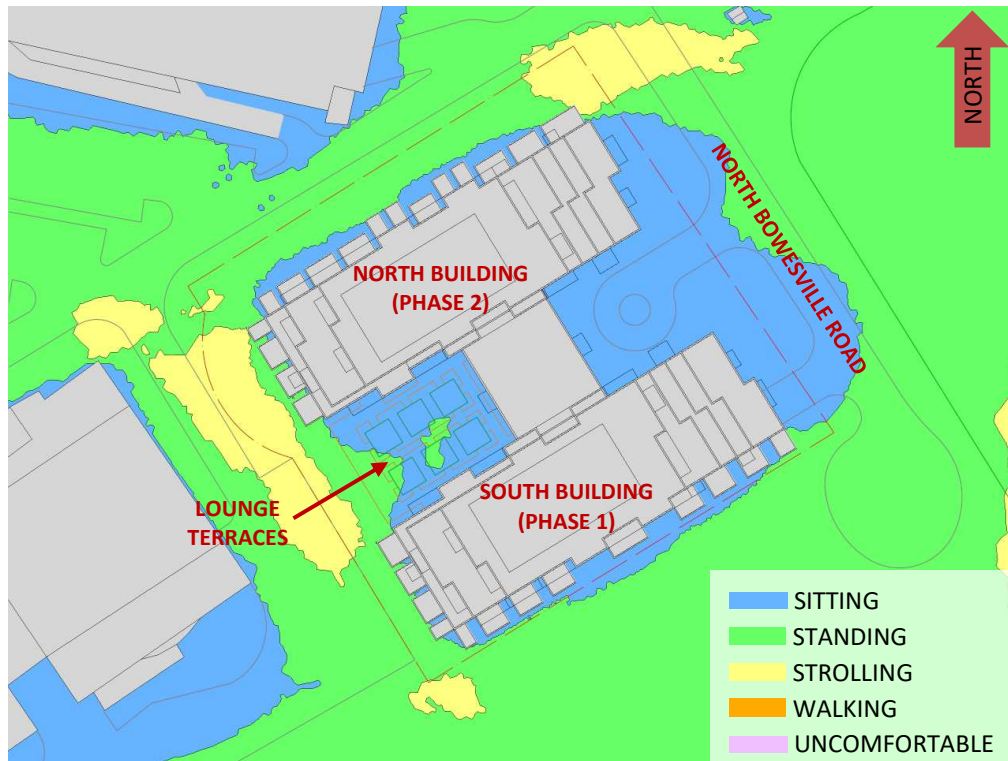


FIGURE 3D: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING



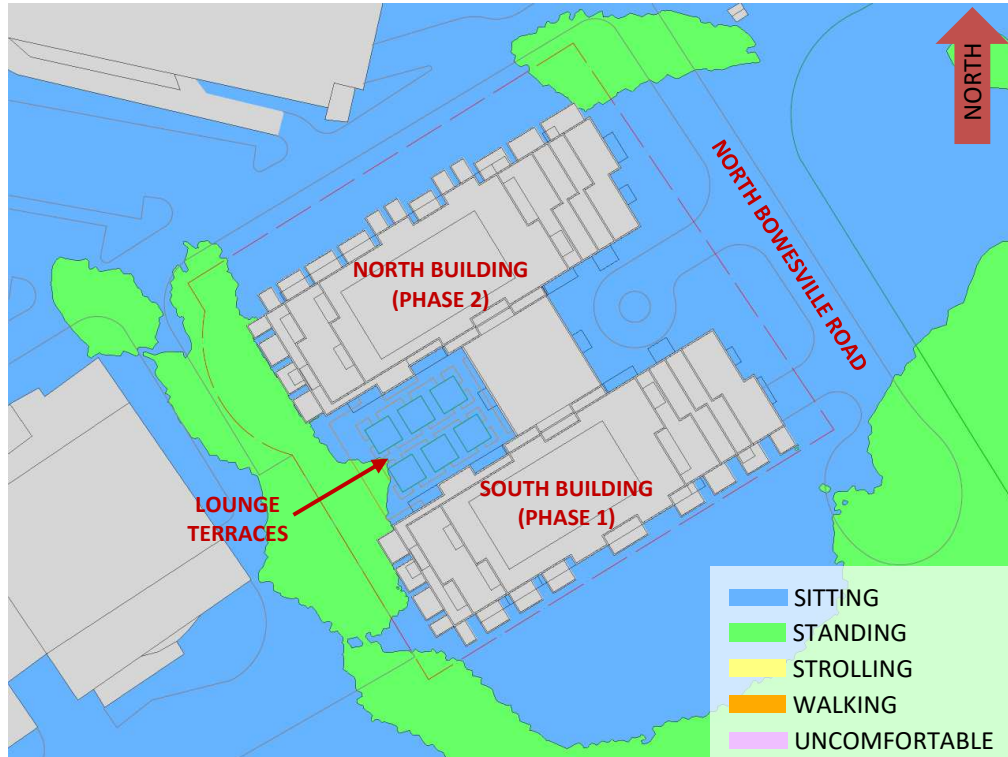


FIGURE 4: TYPICAL USE PERIOD – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING



FIGURE 5A: SPRING – WIND COMFORT, LEVEL 2 AMENITY TERRACE



FIGURE 5B: SUMMER – WIND COMFORT, LEVEL 2 AMENITY TERRACE





FIGURE 5C: AUTUMN – WIND COMFORT, LEVEL 2 AMENITY TERRACE



FIGURE 5D: WINTER – WIND COMFORT, LEVEL 2 AMENITY TERRACE



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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, 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 (that is, 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 (Degrees True)	Alpha Value (α)
0	0.21
49	0.22
74	0.21
103	0.20
167	0.19
197	0.19
217	0.21
237	0.22
262	0.22
282	0.22
301	0.22
324	0.23

TABLE 2: DEFINITION OF UPSTREAM EXPOSURE (ALPHA VALUE)

Upstream Exposure Type	Alpha Value (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.

REFERENCES

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