

**PEDESTRIAN LEVEL
WIND STUDY**

South Keys Redevelopment (Phase 1)
Ottawa, Ontario

Report: 21-330-PLW



October 28, 2021

PREPARED FOR
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EXECUTIVE SUMMARY

This report describes a pedestrian level wind (PLW) study undertaken to satisfy the requirements for concurrent Zoning By-Law Amendment and Site Plan Control application submissions for the proposed residential development known as South Keys Redevelopment Project (Phase 1) in Ottawa, Ontario (hereinafter referred to as “subject site” or “proposed development”). 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, 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-5B, and summarized as follows:

- 1) All grade-level areas within and surrounding the subject site are predicted to be acceptable for the intended pedestrian uses throughout the year. Specifically, wind conditions over the surrounding sidewalks and walkways, transitway station, parking lots, and building access points, are considered acceptable for the intended pedestrian uses throughout the year. The only exception is as follows:
 - a. The Phase 1 Parkland to the north of the subject site is predicted to be suitable for a mix of sitting and standing during the typical use period of late spring through early autumn. Depending on the programming of the space, these conditions may be considered acceptable. If necessary, conditions around seating or other pedestrian sensitive areas may be made suitable for sitting by installing landscaping features, such as wind barriers, topographical depressions or berms, or dense arrangements of coniferous plantings.



- 2) Wind conditions within the common amenity terrace serving the podium roof at Level 5 are predicted to mostly be suitable for sitting at least 70% of the time, where the target for seating areas is 80% of the time. Depending on the programming of the space, the noted conditions may be considered acceptable. If necessary, seating conditions may be extended over the terrace by installing perimeter wind screens, rising at least 2.0 metres (m) above the walking surface, and in-board wind barriers around seating or other pedestrian sensitive areas.
- 3) Wind conditions within the common amenity terrace serving the podium roof at Level 7 are predicted to mostly be suitable for sitting at least 75% of the time, where the target for seating areas is 80% of the time. Depending on the programming of the space, the noted conditions may be considered acceptable. If necessary, seating conditions may be extended over the terrace by installing perimeter wind screens, rising at least 1.6 m above the walking surface, and in-board wind barriers around seating or other pedestrian sensitive areas.
- 4) Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas within and surrounding the subject site were found to experience conditions that could be considered dangerous.

TABLE OF CONTENTS

1. INTRODUCTION1

2. TERMS OF REFERENCE1

3. OBJECTIVES.....3

4. METHODOLOGY.....3

4.1 Computer-Based Context Modelling..... 3

4.2 Wind Speed Measurements 4

4.3 Historical Wind Speed and Direction Data..... 4

4.4 Pedestrian Comfort and Safety Criteria – City of Ottawa 6

5. RESULTS AND DISCUSSION8

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

5.2 Wind Comfort Conditions – Common Amenity Terraces 10

5.3 Wind Safety 10

5.4 Applicability of Results 10

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 Calloway REIT (South Keys) Inc. to undertake a pedestrian level wind (PLW) study to satisfy the requirements for concurrent Zoning By-Law Amendment and Site Plan Control application submissions for the proposed residential development known as South Keys Redevelopment Project (Phase 1) located approximately 250 m to the north of the intersection of Hunt Club Road and the Transitway in Ottawa, Ontario (hereinafter referred to as “subject site” or “proposed development”). Our mandate within this study is to investigate pedestrian wind comfort and safety 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.

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 RLA Architecture Inc., in October 2021, 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 approximately 250 metres (m) to the north of the intersection of Hunt Club Road and the Transitway. The subject site is bounded by the Transitway to the west, the South Keys Walmart to the north, Dazé Street to the east, and the South Keys Cineplex Odeon to the south, and comprises two residential buildings, each 21-storeys, connected at the base by a six-storey residential podium, and a four-storey parking podium. The proposed development forms the first phase of a multi-phase development which comprises eight buildings on four separate parcels.



*Architectural Rendering, Northeast Perspective
(Courtesy of RLA Architecture Inc.)*

Above one level of below grade parking, the ground floor of the proposed development includes commercial spaces along the north elevation, amenity spaces and a residential lobby along the east



elevation, shared building support spaces along the south elevation, and covered parking throughout the remainder of the level. Additionally, there is a proposed Phase 1 Parkland to be located to the north of the subject site. Levels 2 through 4 feature residential units along the north, east, and south elevations, and above grade parking throughout the remainder of the level. At Level 5, the podium steps back along the south elevation to create a “U-shaped” planform, open towards the west. The interior of the Level 5 planform is reserved for indoor amenity space which opens to an outdoor amenity terrace, while the remainder of the level is reserved for residential occupancy. At Level 7, the two buildings rise from the shared podium, with an amenity terrace on the podium roof. Both the building at the north (Tower A) and the building at the south (Tower B) rise with a constant planform to Level 20, where both towers step back from the east elevation to accommodate private terraces. Levels 20 and 21 comprise both residential spaces and mechanical spaces. The remainder of the proposed development from Levels 6 through 19 are reserved for residential occupancy.

The near-field surroundings (defined as an area within 200 m of the subject site) include low-rise commercial massing from the north-northwest clockwise to the south-southeast, and a mix of green space, the O-Train railway, and the transitway for the remaining compass directions. 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 mostly green space from the southeast clockwise to the south-southwest and by a mix of low-rise buildings and green space for the remaining compass directions. Notably, the Sawmill Creek Reservoir is located approximately 300 m to the northwest.

Key areas under consideration include the public sidewalks adjacent to the subject site, building access points, and the common amenity terraces serving the proposed development. 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 radius of approximately 480 m.

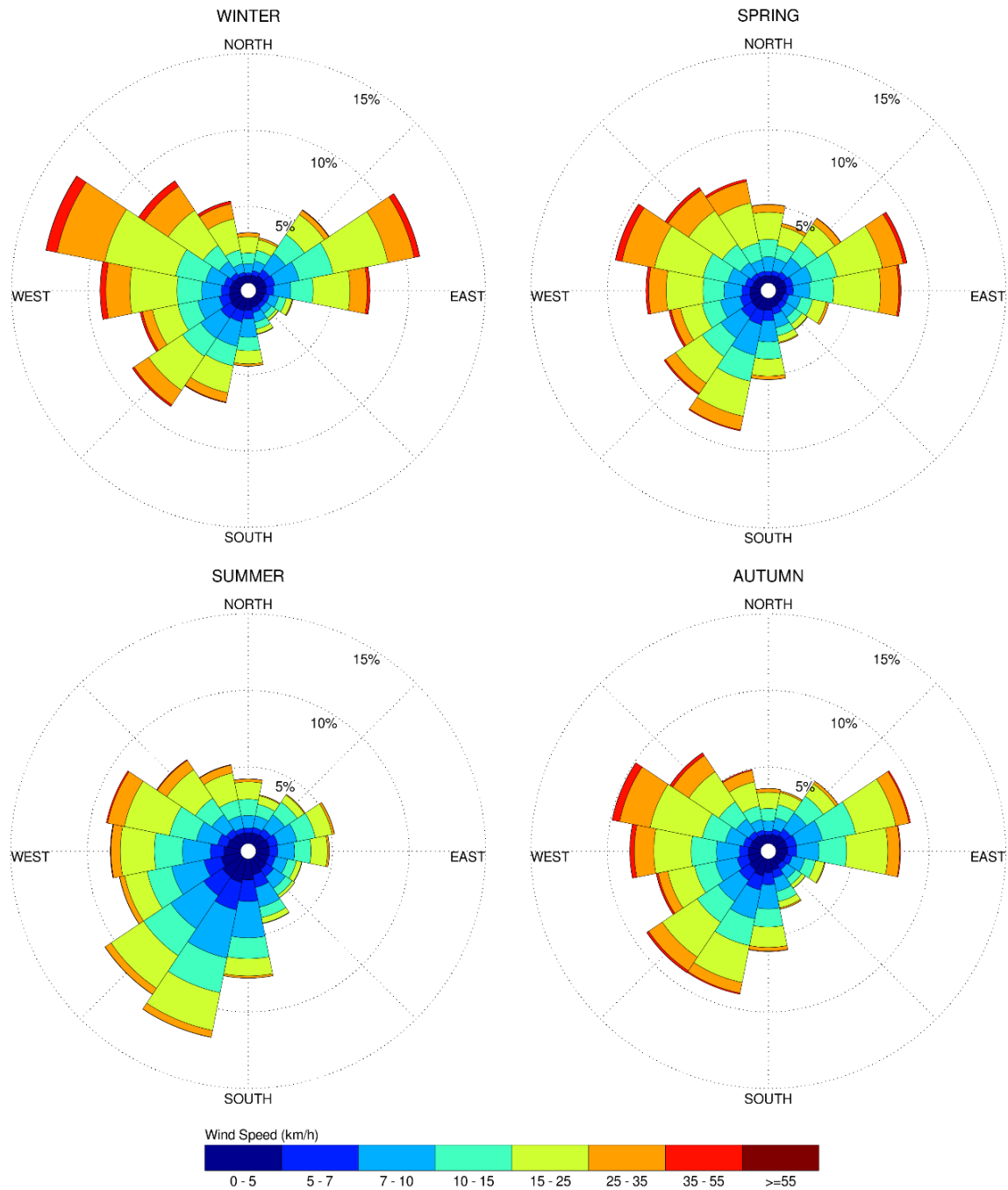
Mean and peak wind speed data obtained over the study site for each wind direction were interpolated to 36 wind directions at 10° intervals, representing the full compass azimuth. Measured wind speeds approximately 1.5 m above local grade and the common amenity terraces were referenced to the wind speed 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 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 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 illustrating seasonal wind comfort conditions at grade level, as well as by Figures 4A-4D illustrating seasonal wind conditions over the common amenity terraces serving the proposed development. Conditions are presented as continuous contours of wind comfort within and surrounding the subject site. The colour contours indicate predicted regions of 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 conditions over the amenity terraces are also reported for the typical use period, which is defined as May to October, inclusive. Figure 5A illustrates wind comfort conditions during this period, consistent with the comfort classes in Section 4.4, while Figure 5B illustrates contours indicating the percentage of time the noted areas are predicted to be suitable for sitting. Pedestrian conditions are summarized in the following pages for each area of interest.

5.1 Wind Comfort Conditions – Grade Level

The sidewalks and walkways adjacent to the proposed development along the north, east, and south elevations are predicted to be suitable for sitting during the summer season, becoming suitable for a mix of sitting and standing throughout the remainder of the year. Conditions near the northeast corner of the proposed development are predicted to be suitable for standing during the summer, becoming suitable for strolling during the spring and autumn, and suitable for walking, or better during the winter. The noted wind conditions are considered acceptable according to the City of Ottawa wind criteria.

In the vicinity of the transitway station to the northwest of the subject site, conditions are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for mostly standing throughout the remainder of the year. The noted conditions are considered acceptable according to the City of Ottawa wind criteria.

Conditions over the adjacent parking lots are predicted to be suitable for standing, or better, during the summer, becoming suitable for a mix of standing and strolling during the spring and autumn, and suitable for a mix of standing, strolling, and walking during the winter. The noted conditions are considered acceptable according to the City of Ottawa wind criteria.

Conditions over the Phase 1 Parkland located to the north of the proposed development are predicted to be suitable for a mix of sitting and standing during the typical use period of late spring through early autumn. Specifically, conditions are predicted to be suitable for sitting at least 70% of the typical use period, where the target for seating areas is 80%. Depending on the programming of the space, the noted conditions may be considered acceptable. If necessary, conditions around seating or other pedestrian sensitive areas may be made suitable for sitting by installing landscaping features, such as wind barriers, topographical depressions or berms, or dense arrangements of coniferous plantings.

Owing to the protection of the building façades, conditions in the vicinity of the building access points serving the proposed development, as well as those serving the adjacent existing buildings, 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 wind conditions are considered acceptable according to the City of Ottawa wind criteria in Section 4.4.

5.2 Wind Comfort Conditions – Common Amenity Terraces

Level 5, Podium Roof: Wind conditions within the common amenity terrace serving the podium roof at Level 5 are predicted to be suitable for a mix of sitting and standing during the typical use period, as illustrated in Figure 5A. Specifically, conditions over the majority of the terrace are predicted to be suitable for sitting at least 70% of the time, where the target for seating areas is 80% of the time. Depending on the programming of the space, the noted conditions may be considered acceptable. If necessary, seating conditions may be extended over the terrace by installing perimeter wind screens, rising at least 2.0 m above the walking surface, and in-board wind barriers around seating or other pedestrian sensitive areas.

Level 7, Podium Roof: Wind conditions within the common amenity terrace serving the podium roof at Level 7 are predicted to be suitable for mostly sitting during the typical use period, with isolated regions suitable for standing as illustrated in Figure 5A. Specifically, conditions over the majority of the terrace are predicted to be suitable for sitting at least 75% of the time, where the target for seating areas is 80% of the time. Depending on the programming of the space, the noted conditions may be considered acceptable. If necessary, seating conditions may be extended over the terrace by installing perimeter wind screens, rising at least 1.6 m above the walking surface, and in-board wind barriers around seating or other pedestrian sensitive areas.

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 and 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

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. For



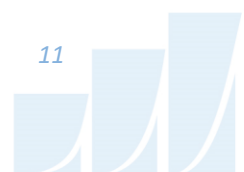
example, development in urban centres generally creates reduction in the mean wind speeds and localized increases in the gustiness of the wind.

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 conditions is provided in Section 5 and illustrated in Figures 3A-5B. 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 be acceptable for the intended pedestrian uses throughout the year. Specifically, wind conditions over the surrounding sidewalks and walkways, transitway station, parking lots, and building access points, are considered acceptable for the intended pedestrian uses throughout the year. The only exception is as follows:
 - a. The Phase 1 Parkland to the north of the subject site is predicted to be suitable for a mix of sitting and standing during the typical use period of late spring through early autumn. Depending on the programming of the space, these conditions may be considered acceptable. If necessary, conditions around seating or other pedestrian sensitive areas may be made suitable for sitting by installing landscaping features, such as wind barriers, topographical depressions or berms, or dense arrangements of coniferous plantings.
- 2) Wind conditions within the common amenity terrace serving the podium roof at Level 5 are predicted to mostly be suitable for sitting at least 70% of the time, where the target for seating areas is 80% of the time. Depending on the programming of the space, the noted conditions may be considered acceptable. If necessary, seating conditions may be extended over the terrace by installing perimeter wind screens, rising at least 2.0 m above the walking surface, and in-board wind barriers around seating or other pedestrian sensitive areas.



- 3) Wind conditions within the common amenity terrace serving the podium roof at Level 7 are predicted to mostly be suitable for sitting at least 75% of the time, where the target for seating areas is 80% of the time. Depending on the programming of the space, the noted conditions may be considered acceptable. If necessary, seating conditions may be extended over the terrace by installing perimeter wind screens, rising at least 1.6 m above the walking surface, and in-board wind barriers around seating or other pedestrian sensitive areas.
- 4) Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas within and surrounding the subject site were found to experience conditions that could be considered dangerous.

Sincerely,

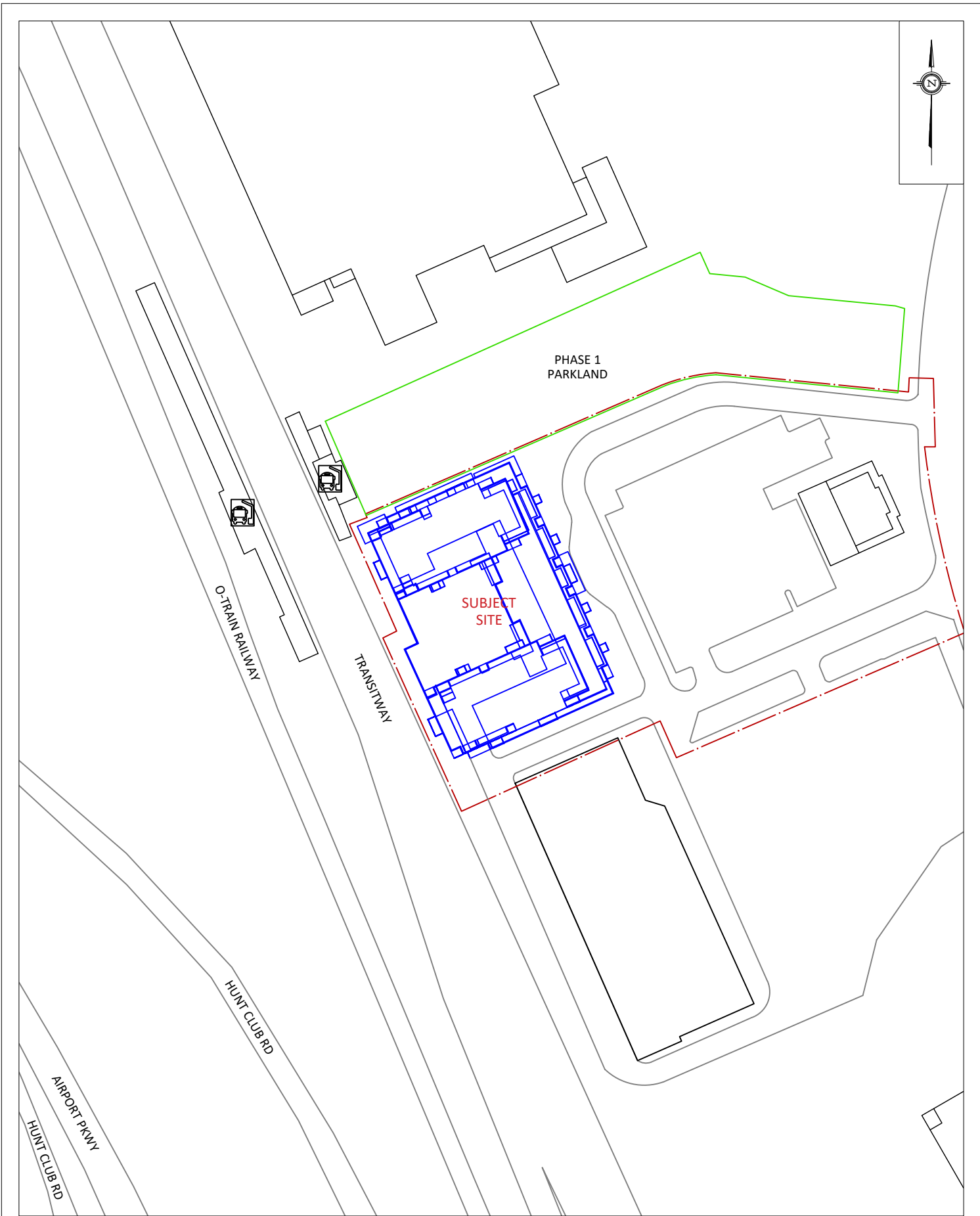
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| | | |
|---------|---|-----------------------------|
| PROJECT | SOUTH KEYS REDEVELOPMENT PHASE 1, OTTAWA PEDESTRIAN LEVEL WIND STUDY | |
| SCALE | 1:1500 | DRAWING NO. 21-330-PLW-1 |
| DATE | OCTOBER 26, 2021 | DRAWN BY S.K. |

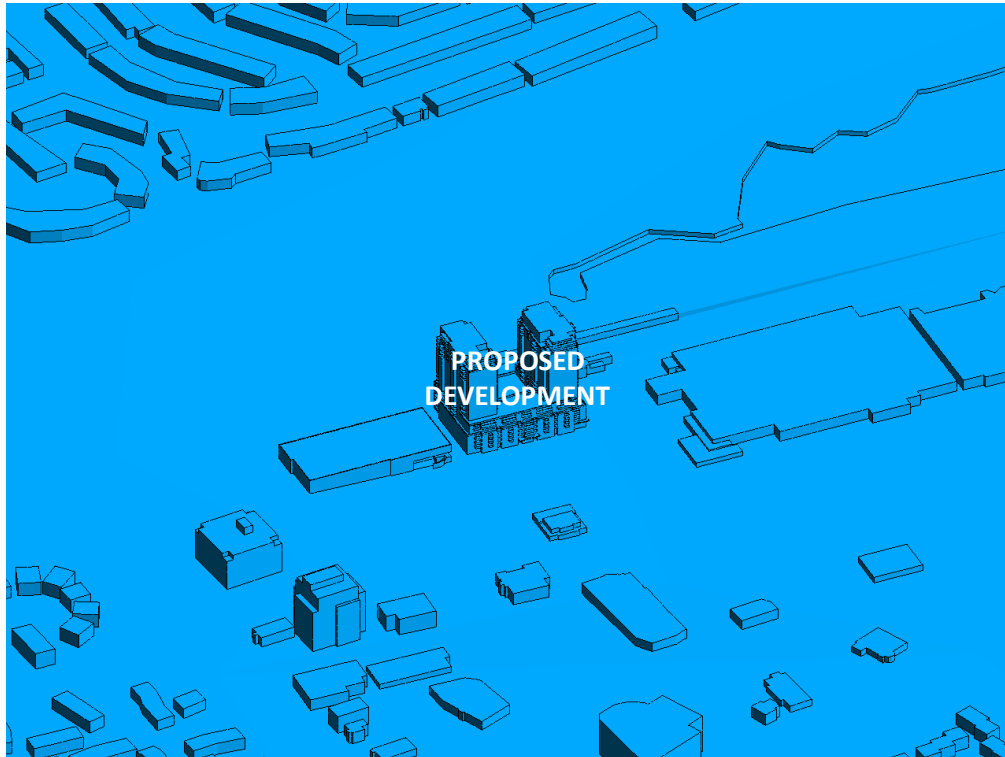


FIGURE 2A: COMPUTATIONAL MODEL, EAST PERSPECTIVE

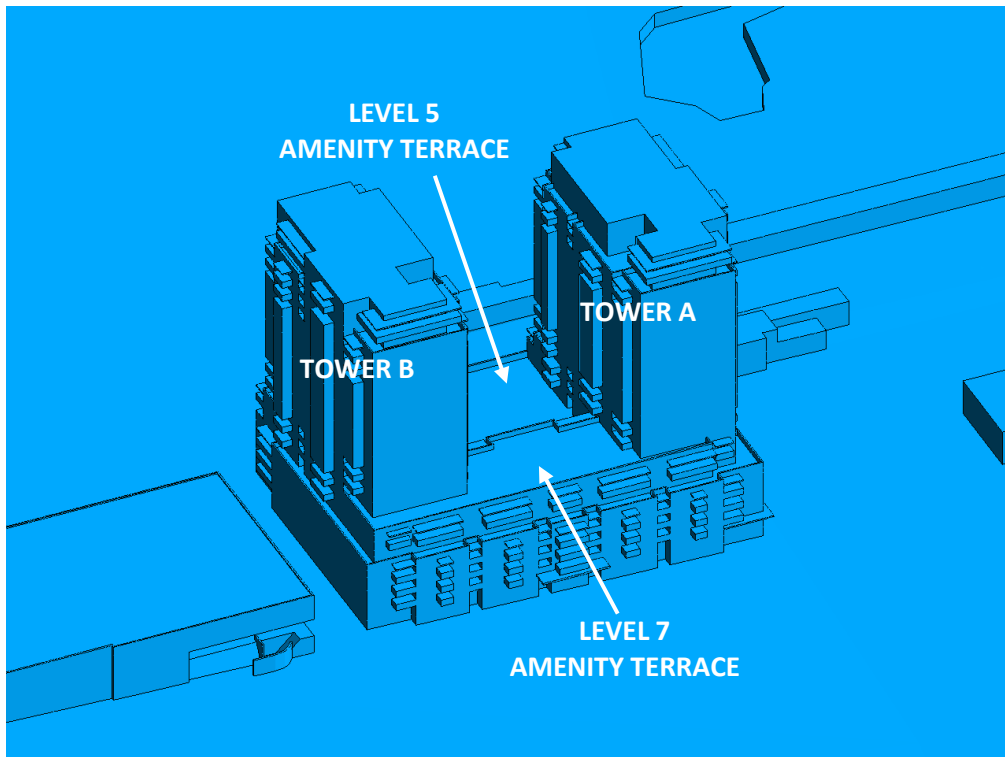


FIGURE 2B: CLOSE UP OF FIGURE 2A



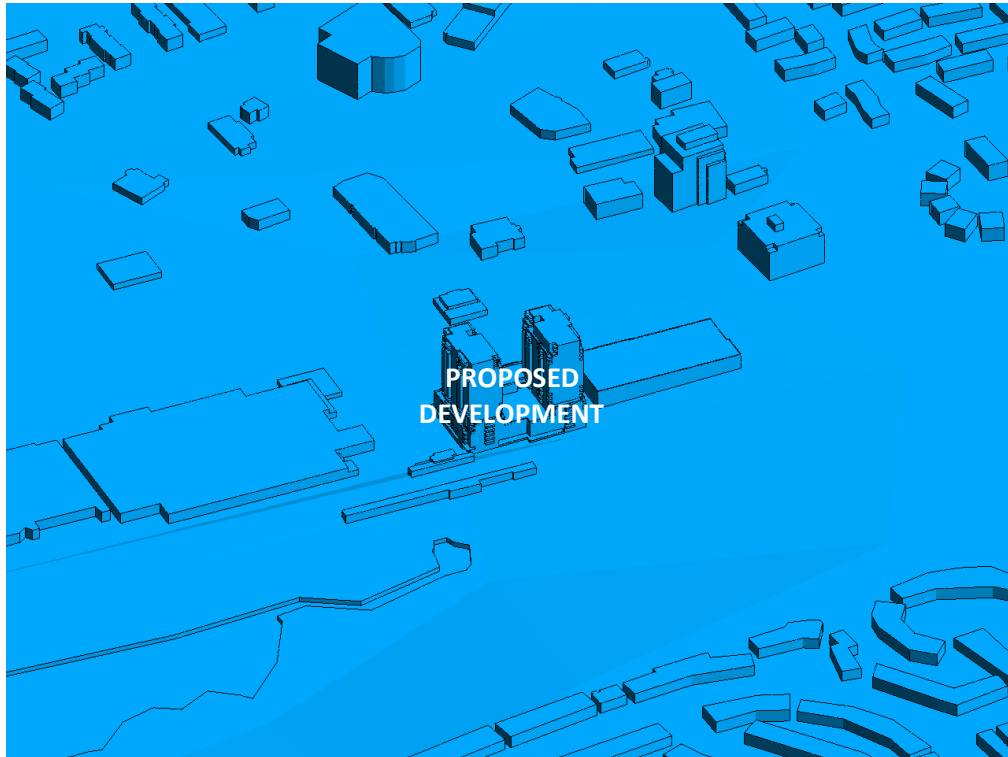


FIGURE 2C: COMPUTATIONAL MODEL, WEST PERSPECTIVE

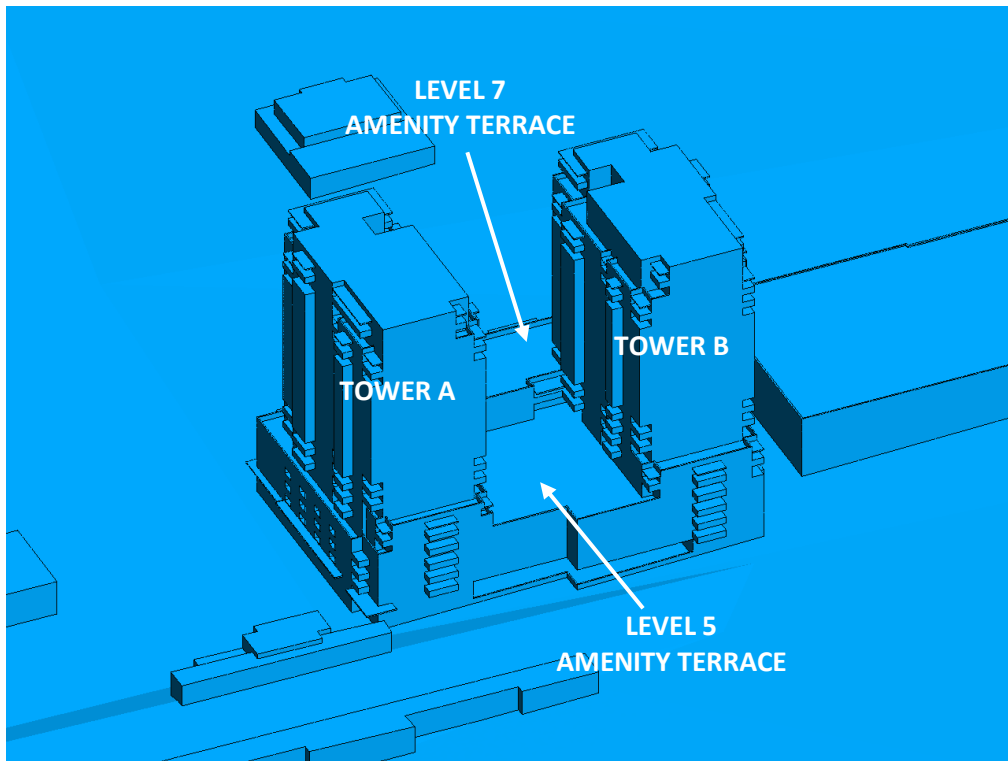


FIGURE 2D: CLOSE UP OF FIGURE 2C



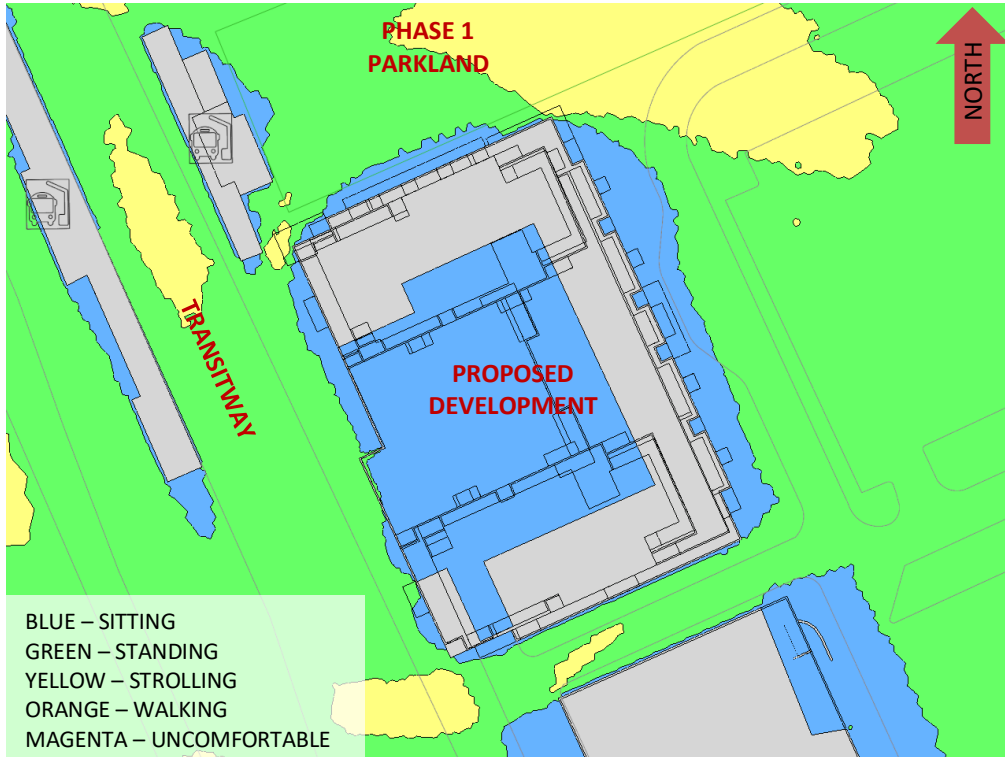


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL

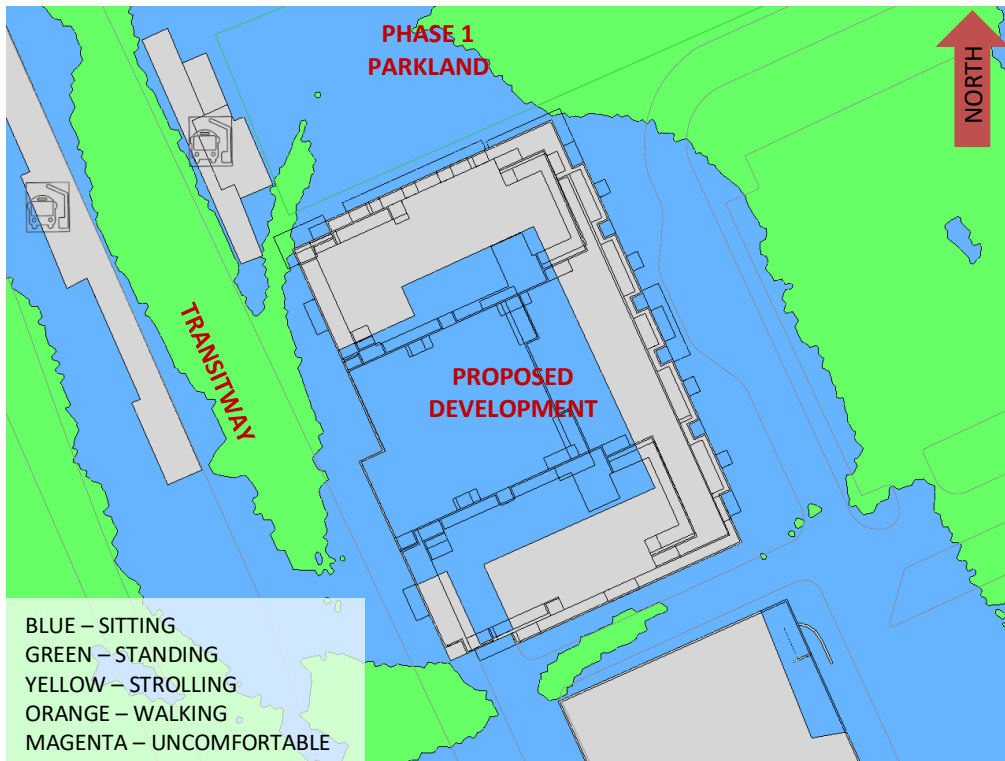


FIGURE 3B: SUMMER – WIND COMFORT, GRADE LEVEL



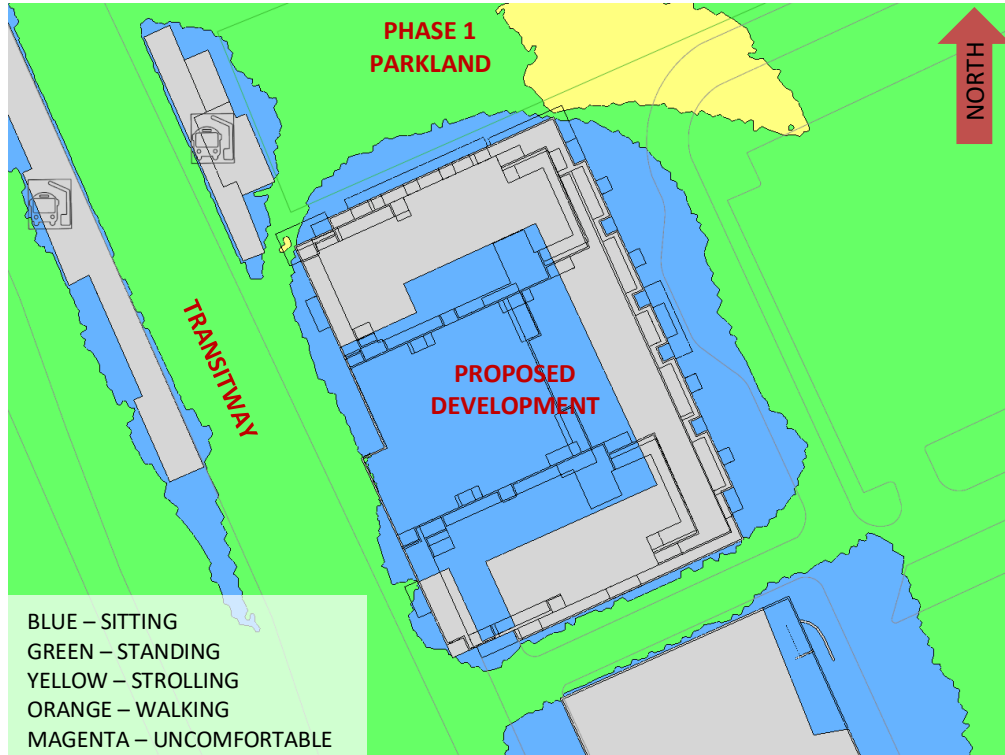


FIGURE 3C: AUTUMN – WIND COMFORT, GRADE LEVEL

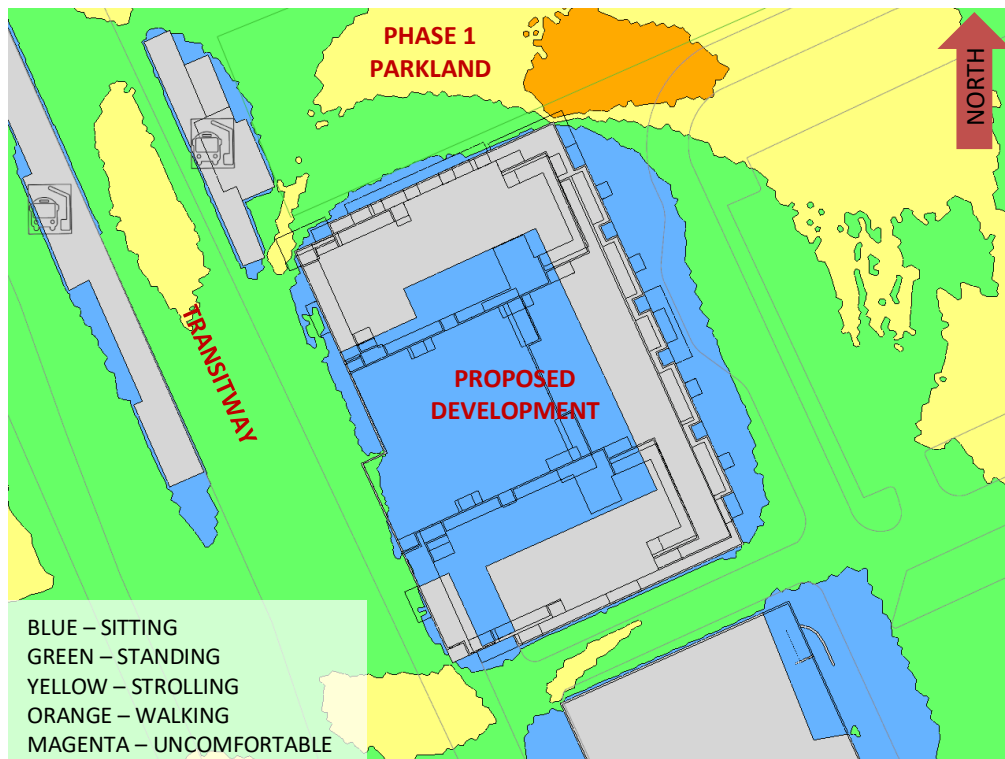


FIGURE 3D: WINTER – WIND COMFORT, GRADE LEVEL



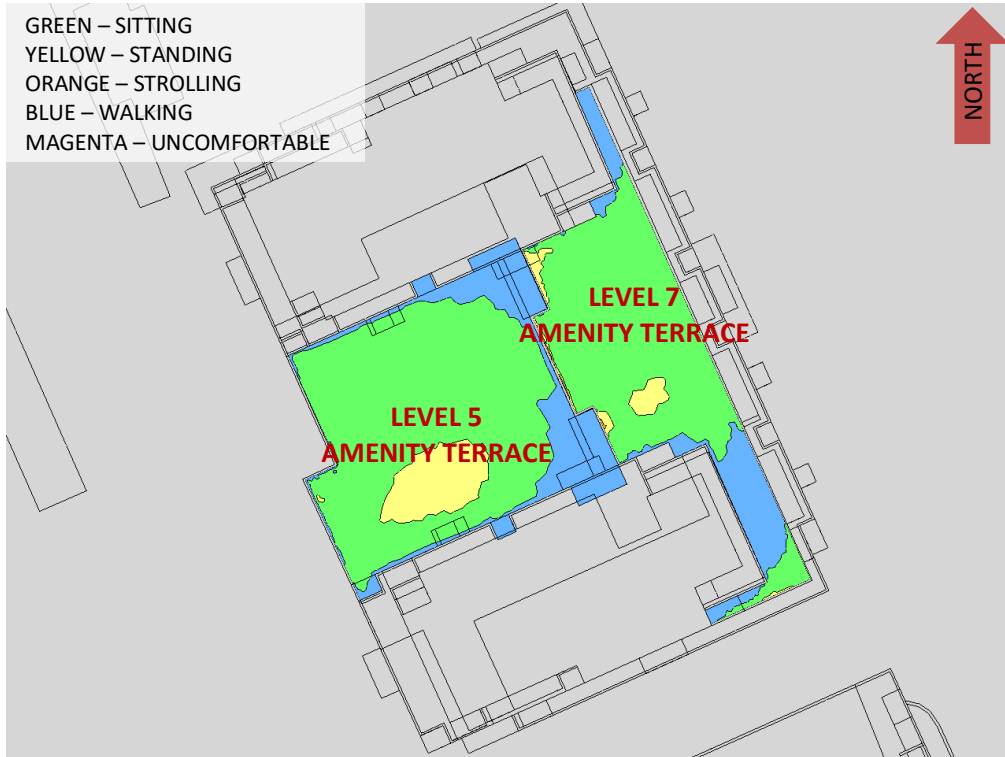


FIGURE 4A: SPRING – WIND COMFORT, AMENITY TERRACES

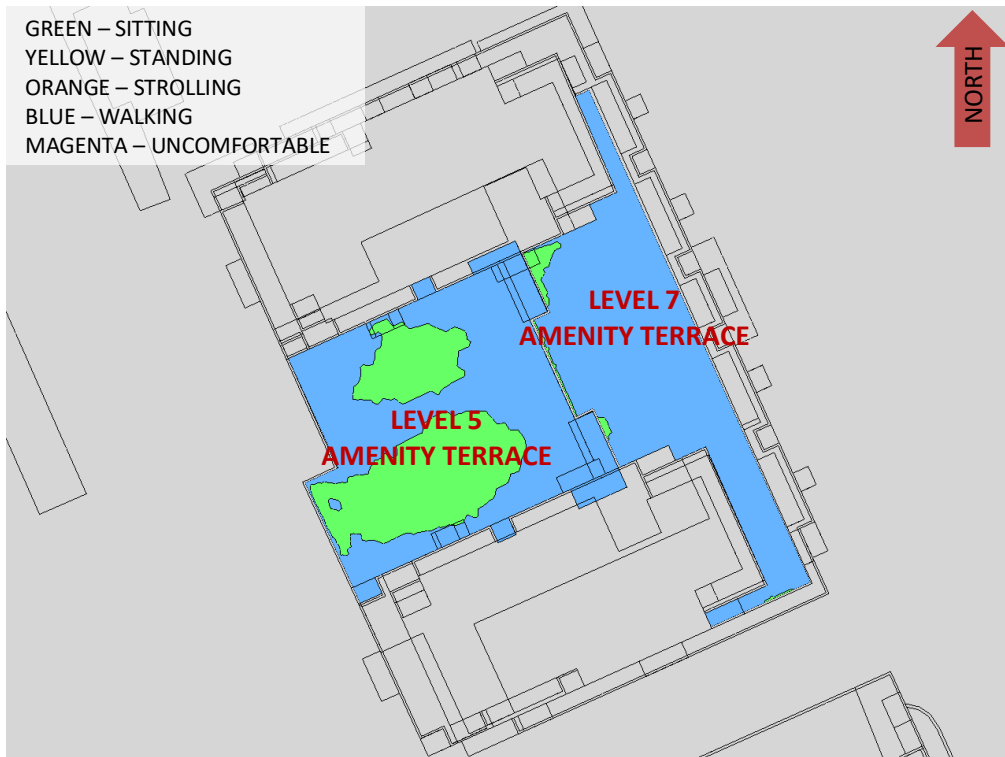


FIGURE 4B: SUMMER – WIND COMFORT, AMENITY TERRACES



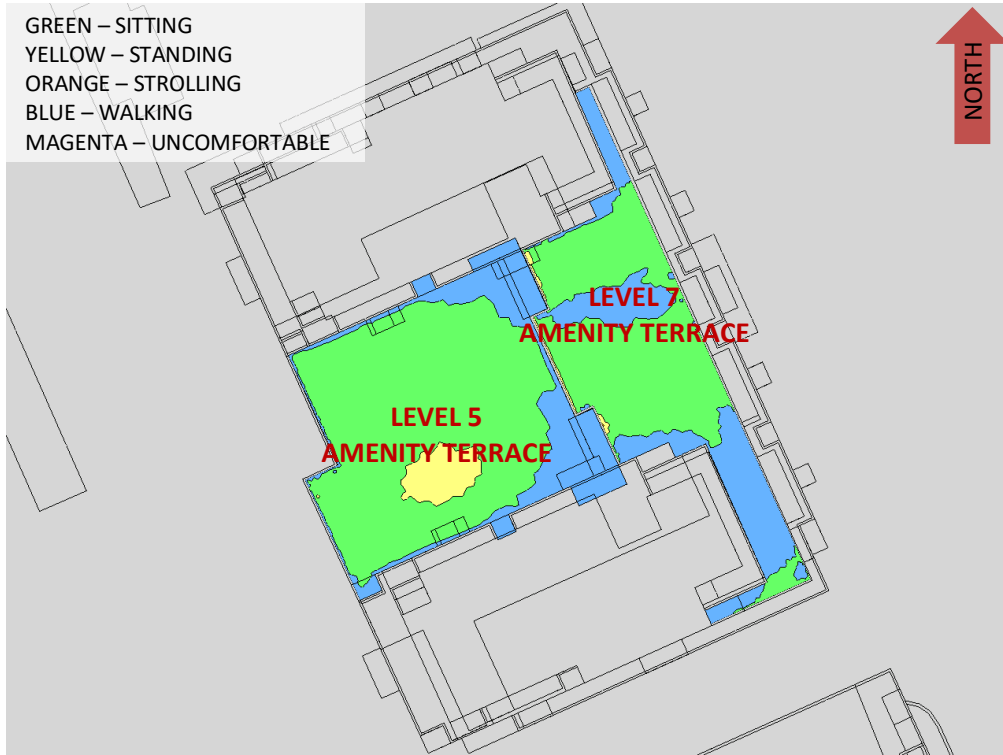


FIGURE 4C: AUTUMN – WIND COMFORT, AMENITY TERRACES

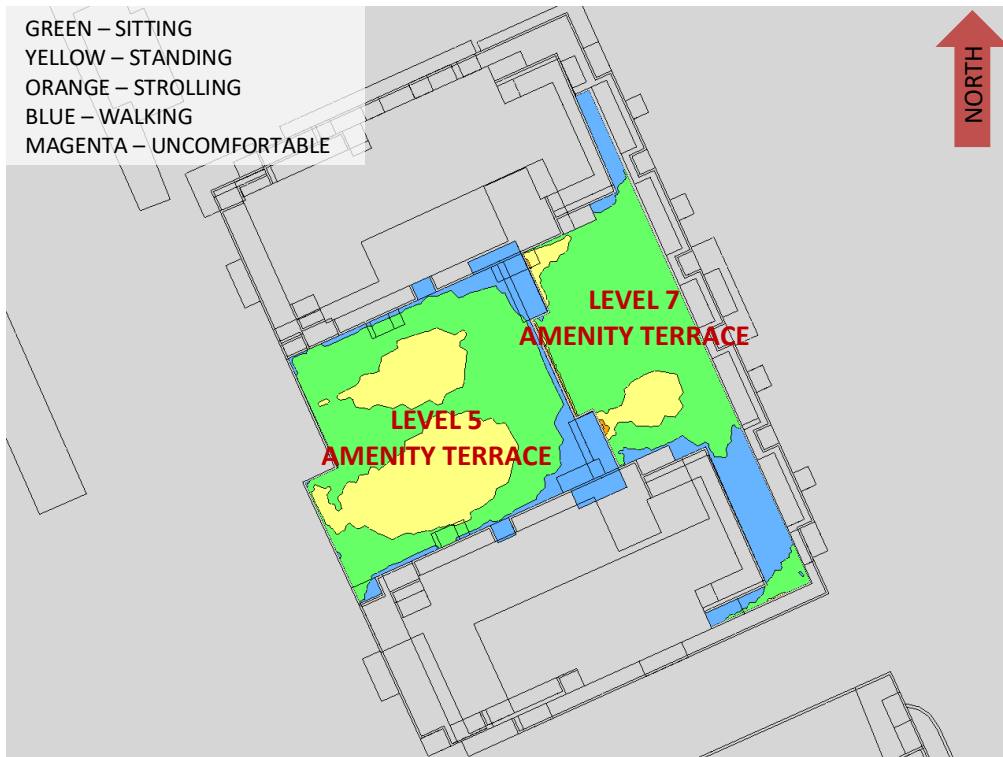


FIGURE 4D: WINTER – WIND COMFORT, AMENITY TERRACES



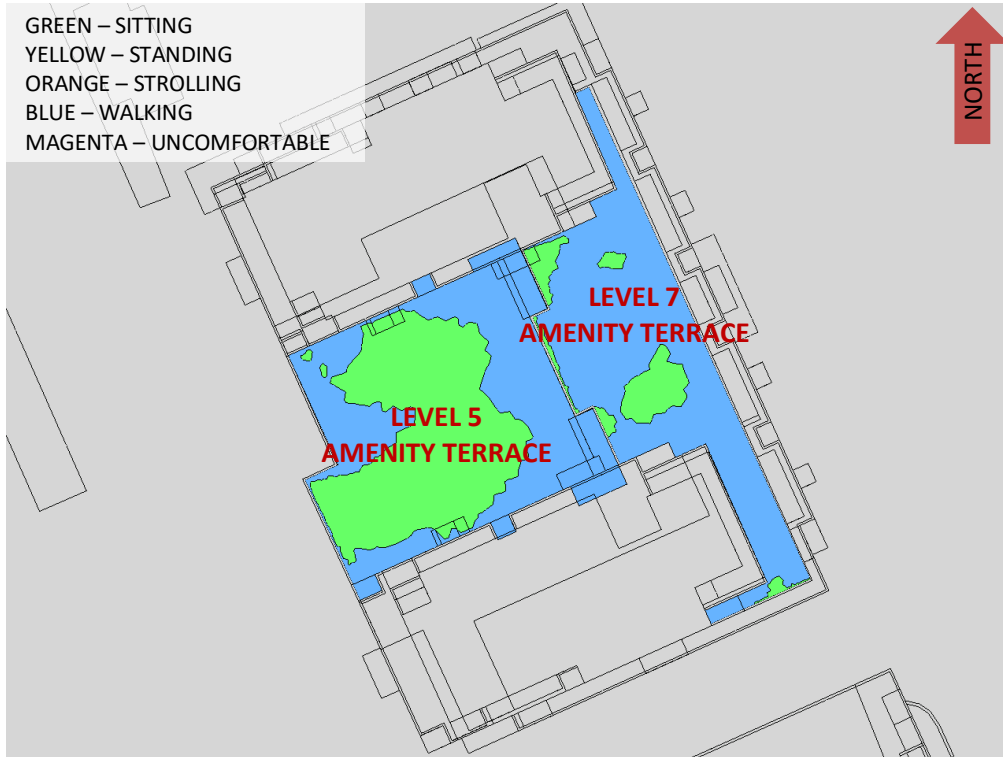


FIGURE 5A: TYPICAL USE PERIOD – WIND COMFORT, AMENITY TERRACES

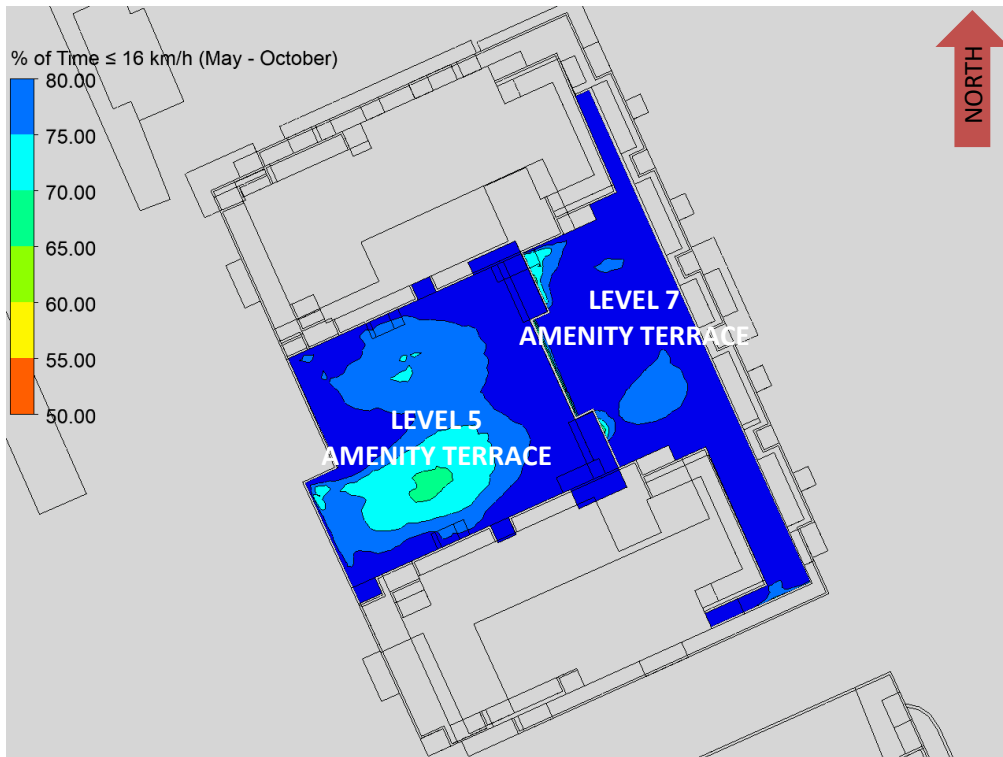


FIGURE 5B: TYPICAL USE PERIOD – % OF TIME SUITABLE FOR SITTING, AMENITY TERRACES



GRADIENTWIND

ENGINEERS & SCIENTISTS



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 (Degrees True) | Alpha Value (α) |
|----------------------------------|-----------------------------|
| 0 | 0.24 |
| 49 | 0.24 |
| 74 | 0.23 |
| 103 | 0.23 |
| 167 | 0.20 |
| 197 | 0.20 |
| 217 | 0.21 |
| 237 | 0.22 |
| 262 | 0.23 |
| 282 | 0.23 |
| 301 | 0.23 |
| 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.

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