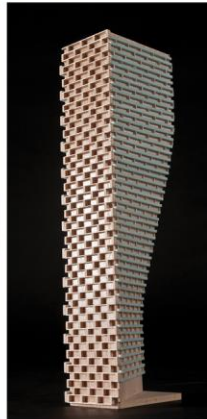


**PEDESTRIAN LEVEL
WIND STUDY**

1209 St. Laurent Boulevard
Ottawa, Ontario

Report: 22-130-PLW



May 20, 2022

PREPARED FOR
Canderel

2000 Peel Street, Suite 900
Montréal, QC H3A 2W5

PREPARED BY

Daniel Davalos, MEng., Junior Wind Scientist
Justin Ferraro, P.Eng., Principal

EXECUTIVE SUMMARY

This report describes a pedestrian level wind (PLW) study undertaken to satisfy concurrent Zoning By-law Amendment and Site Plan Control application requirements for the proposed residential development located at 1209 St. Laurent Boulevard 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, 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-8B, 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, the nearby transit stop, the potential outdoor amenity serving the proposed development at grade, surface parking, and in the vicinity of building access points, are considered acceptable.
- 2) Regarding the common amenity terrace at Level 2, conditions are predicted to be calm and suitable for sitting during the typical use period.
- 3) Regarding the common amenity terrace at Level 8, conditions are predicted to be suitable mostly for sitting with standing conditions within the west half of the terrace. Within the areas that are predicted to be suitable for standing, consistent with the comfort criteria in Section 4.4, conditions are also predicted to be suitable for sitting for at least 74% of the time during the same period, where the target is 80% to satisfy the sitting comfort class. The only exception is the northwest corner of the terrace where conditions are predicted to be suitable for sitting for at



least 65% of the time during the typical use period. Depending on the intended uses of the terrace, the noted conditions may be considered acceptable.

- a. Of importance, the simulation model included 1.8-m-tall solid wind screens along the full perimeter of the terrace.
- 4) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (e.g., thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.



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Appendix A – Simulation of the Atmospheric Boundary Layer



1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Canderel to undertake a pedestrian level wind (PLW) study to satisfy concurrent Zoning By-law Amendment and Site Plan Control application requirements for the proposed residential development located at 1209 St. Laurent Boulevard 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, 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 Roderick Lahey Architect Inc., in May 2022¹, 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 1209 St. Laurent Boulevard in Ottawa; situated on a parcel of land bounded by St. Laurent Boulevard to the west, R. Lemieux Street to the north and east, and a bridge to the south which extends above St. Laurent Boulevard, connecting St. Laurent Shopping Centre to the intersection of R. Lemieux Street and Labelle Street.

The proposed development comprises two nominally rectangular 30-storey towers, referred to as “Tower A” and “Tower B”, situated to the northwest and to the east, respectively, above a shared seven-storey podium comprising a nominally ‘U’-shaped planform, with its long axis-oriented parallel with the bridge situated to the south of the subject site. The proposed development includes five levels of below-grade parking, while the towers are served by mechanical penthouse levels.

The ground floor includes a main entrance and elevator core to the west, indoor amenity to the northwest, central shared building support spaces and bike storage, a main entrance to the north, residential units

¹ Roderick Lahey Architect Inc., ‘2203_1209 St Laurent-R20.rvt’, [May 19, 2022]



and elevator core to the east, a rental office and indoor amenities to the south, and a lounge at the southwest corner. Surface parking spaces are located centrally to the subject site and a potential outdoor amenity is situated to the south of the proposed development. Access to below-grade parking is provided by a ramp to the north via a laneway from R. Lemieux Street. Levels 2-30 include residential use. Level 2 is served by central indoor and outdoor amenities and includes residential units throughout the remainder of the level. At Level 8, Tower A and Tower B begin and include residential units with indoor amenities at the southwest and southeast corners, respectively. This level is also served by an amenity terrace to the south and private terraces to the west and north of Tower A and to the east and south of Tower B.

The near-field surroundings, defined as an area within 200 metres (m) of the subject site, include low-rise commercial buildings to the north, a mid-rise hotel building to the northeast, a low-rise commercial building and a mid-rise hotel building to the east, and a mid-rise commercial building to the southeast. Notably, St. Laurent Shopping Centre is situated to the immediate west of the subject site. In addition, St. Laurent Station is situated approximately 160 m to the southwest, and the Light Rail Transit Confederation Line extends from the southeast to the southwest. The far-field surroundings, defined as an area beyond the near-field but within a 2-kilometre (km) radius of the subject site, are characterized by a mix of low-rise residential and commercial buildings with isolated mid-rise buildings in all compass directions, and large areas of commercial buildings from the southeast clockwise to west.

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

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 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 study site on the surrounding model, and to create suitable atmospheric wind profiles at the model boundary. The wind profiles are designed to have similar mean and turbulent wind properties consistent with actual site exposures.

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

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 study building, complete with surrounding massing within a radius of 480 m.

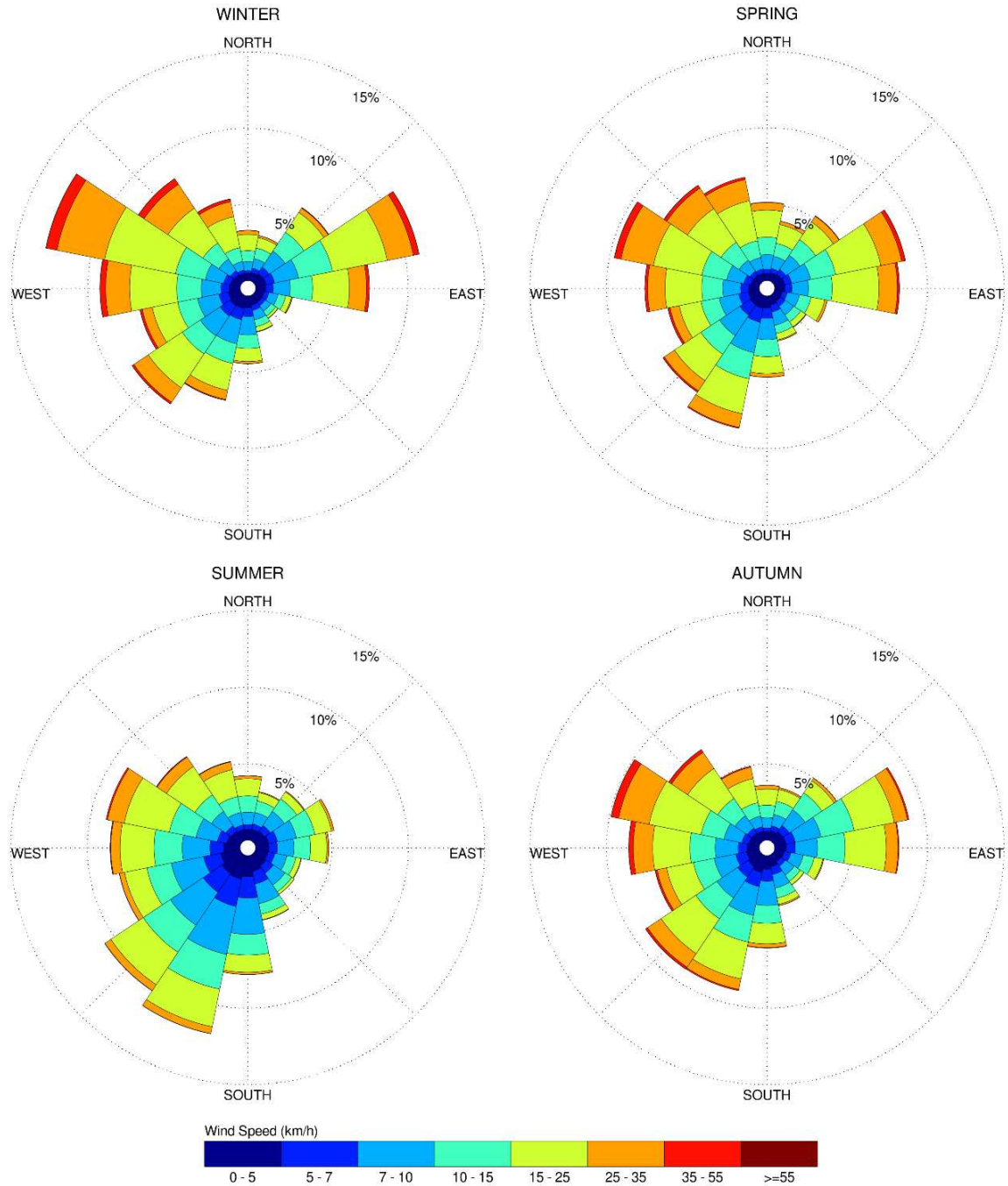
Mean and peak wind speed data obtained over the study site for each wind direction were interpolated to 36 wind directions at 10° intervals, representing the full compass azimuth. Measured wind speeds approximately 1.5 m above local grade and the common amenity terraces were referenced to the wind speed 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 (equivalent gust wind speed of approximately 16 km/h) were exceeded for more than 20% of the time most pedestrians would judge that location to be too windy for sitting. Similarly, if mean wind speed of 20 km/h (equivalent gust wind speed of approximately 32 km/h) at a location were exceeded for more than 20% of the time, walking or less vigorous activities would be considered uncomfortable. As these criteria are based on subjective reactions of a population to wind forces, their application is partly based on experience and judgment.

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

DESIRED PEDESTRIAN COMFORT CLASSES FOR VARIOUS LOCATION TYPES

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

5. RESULTS AND DISCUSSION

The following discussion of the predicted pedestrian wind conditions for the subject site is accompanied by Figures 3A-6B, illustrating wind conditions at grade level for the proposed and existing massing scenarios, and Figures 7A-7D, illustrating wind conditions over the common amenity terraces serving the proposed development at Levels 2 and 8. Conditions are presented as continuous contours of wind comfort throughout the subject site and correspond to the comfort classes noted in Section 4.4. Wind conditions suitable for sitting are represented by the colour blue, standing by green, strolling by yellow, and walking by orange; uncomfortable conditions are represented by the colour magenta.

Wind conditions within the noted common amenity terraces are also reported for the typical use period, which is defined as May to October, inclusive. Figure 8A illustrates wind comfort conditions consistent with the comfort classes in Section 4.4, while Figure 8B illustrates contours indicating the percentage of time conditions within the terraces are predicted to be suitable for sitting during the same period. The details of these conditions are summarized in the following pages for each area of interest.

5.1 Wind Comfort Conditions – Ground Floor

Sidewalks, Transit Stop, and Building Access Along St. Laurent Boulevard: Following the introduction of the proposed development, the nearby public sidewalks along St. Laurent Boulevard are predicted to be suitable for standing during the summer, becoming suitable mostly for a mix of standing and strolling during the remaining three seasons. During the winter and spring, conditions adjacent to the northwest corner of the proposed development are predicted to be suitable for walking. Additionally, during the winter, conditions adjacent to the southwest corner of the proposed development are predicted to be suitable for walking. The noted conditions are considered acceptable.

Conditions over the nearby transit stop along the west side of St. Laurent Boulevard, to the northwest of the proposed development, are predicted to be suitable for sitting during the summer, suitable for a mix of sitting and standing during the autumn, becoming suitable for standing during the winter and spring. Conditions in the immediate vicinity of the main recessed residential entrance fronting St. Laurent Boulevard are predicted to be suitable for sitting throughout the year. The noted conditions are considered acceptable.

Conditions over the sidewalks and the noted transit stop along St. Laurent Boulevard with the existing massing are predicted to be suitable for sitting throughout the year. While the introduction of the proposed development results in windier conditions in comparison to existing conditions, wind conditions with the proposed development are considered acceptable.

Sidewalks and Building Access Along North Elevation of R. Lemieux Street: Following the introduction of the proposed development, the nearby public sidewalks along the north elevation of R. Lemieux Street are predicted to be suitable for standing during the summer, suitable for a mix of standing and strolling during the autumn, becoming suitable for a mix of strolling and walking during the winter and spring. Conditions in the immediate vicinity of nearby building access points serving the proposed development are predicted to be suitable for sitting during the summer, becoming suitable for standing, or better, during the remaining three seasons. The noted conditions are considered acceptable.

Conditions over the sidewalks along the north elevation of R. Lemieux Street with the existing massing are predicted to be suitable for sitting during the summer and autumn, becoming suitable for a mix of sitting and standing during the winter and spring. While the introduction of the proposed development results in windier conditions in comparison to existing conditions, wind conditions with the proposed development are considered acceptable.

Sidewalks and Building Access Along East Elevation of R. Lemieux Street: Following the introduction of the proposed development, the nearby public sidewalks along the east elevation of R. Lemieux Street are predicted to be suitable for standing during the summer, suitable mostly for strolling during the autumn, becoming suitable for a mix of strolling and walking during the winter and spring. Conditions in the immediate vicinity of building access points along the east elevation of R. Lemieux Street are predicted to be suitable for sitting throughout the year. The noted conditions are considered acceptable.

Conditions over the sidewalks along the east elevation of R. Lemieux Street with the existing massing are predicted to be suitable for sitting during the summer, suitable for a mix of sitting and standing during the autumn, becoming suitable for standing during the winter and spring. While the introduction of the proposed development results in windier conditions in comparison to existing conditions, wind conditions with the proposed development are considered acceptable.

Sidewalk Along Bridge South of Subject Site: Following the introduction of the proposed development, the nearby public sidewalk along the bridge situated to the south of the subject site is predicted to be suitable for standing during the summer, suitable for a mix of standing and strolling during the autumn, becoming suitable for a mix of strolling and walking during the winter and spring. The noted conditions are considered acceptable.

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

Potential Outdoor Amenity South of Subject Site: During the typical use period, conditions over the potential outdoor amenity to the south of the subject site are predicted to be calm and suitable for sitting. The noted conditions are considered acceptable.

Building Access South of Subject Site: Conditions in the immediate vicinity of building access points along the south elevation of the proposed development are predicted to be suitable for sitting throughout the year. The noted conditions are considered acceptable.

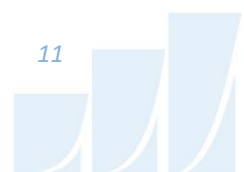
5.2 Wind Comfort Conditions – Common Amenity Terraces

Level 2 Common Amenity Terrace: During the typical use period, conditions over the common amenity terrace serving the proposed development at Level 2 are predicted to be calm and suitable for sitting, which are considered acceptable.

Level 8 Common Amenity Terrace: The simulation model included 1.8-m-tall solid wind screens along the full perimeter of the common amenity terrace serving the proposed development atop its seven-storey podium. As illustrated in Figure 8A, the corresponding wind conditions during the typical use period are predicted to be suitable mostly for sitting with standing conditions within the west half of the terrace. Within the areas that are predicted to be suitable for standing, consistent with the comfort criteria in Section 4.4, conditions are also predicted to be suitable for sitting for at least 74% of the time during the same period, where the target is 80% to satisfy the sitting comfort class. The only exception is the northwest corner of the terrace where conditions are predicted to be suitable for sitting for at least 65% of the time during the typical use period. Depending on the intended uses of the terrace, the noted conditions may be 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 were found to experience conditions that could be considered dangerous, as defined in Section 4.4.



5.4 Applicability of Results

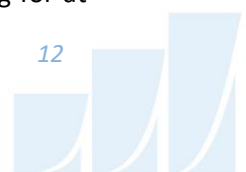
Pedestrian wind comfort and safety have been quantified for the specific configuration of existing and foreseeable construction around the subject site. Future changes (i.e., construction or demolition) of these surroundings may cause changes to the wind effects in two ways, namely: (i) changes beyond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

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

6. CONCLUSIONS AND RECOMMENDATIONS

A complete summary of the predicted wind conditions is provided in Section 5 and illustrated in Figures 3A-8B. 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, the nearby transit stop, the potential outdoor amenity serving the proposed development at grade, surface parking, and in the vicinity of building access points, are considered acceptable.
- 2) Regarding the common amenity terrace at Level 2, conditions are predicted to be calm and suitable for sitting during the typical use period.
- 3) Regarding the common amenity terrace at Level 8, conditions are predicted to be suitable mostly for sitting with standing conditions within the west half of the terrace. Within the areas that are predicted to be suitable for standing, consistent with the comfort criteria in Section 4.4, conditions are also predicted to be suitable for sitting for at least 74% of the time during the same period, where the target is 80% to satisfy the sitting comfort class. The only exception is the northwest corner of the terrace where conditions are predicted to be suitable for sitting for at



least 65% of the time during the typical use period. Depending on the intended uses of the terrace, the noted conditions may be considered acceptable.

- a. Of importance, the simulation model included 1.8-m-tall solid wind screens along the full perimeter of the terrace.
- 4) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (e.g., thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

Sincerely,

Gradient Wind Engineering Inc.

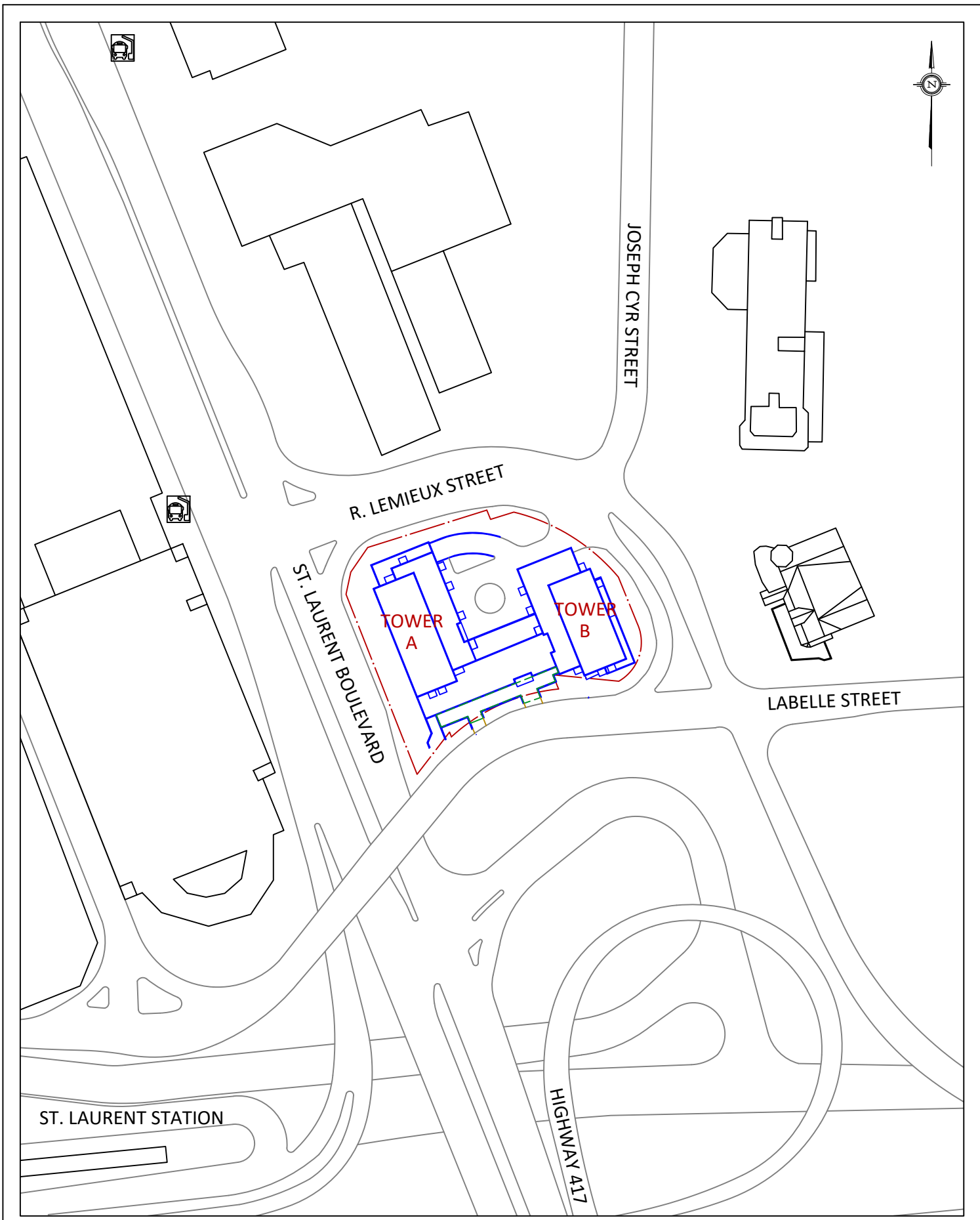


David Davalos, MEng.
Junior Wind Scientist

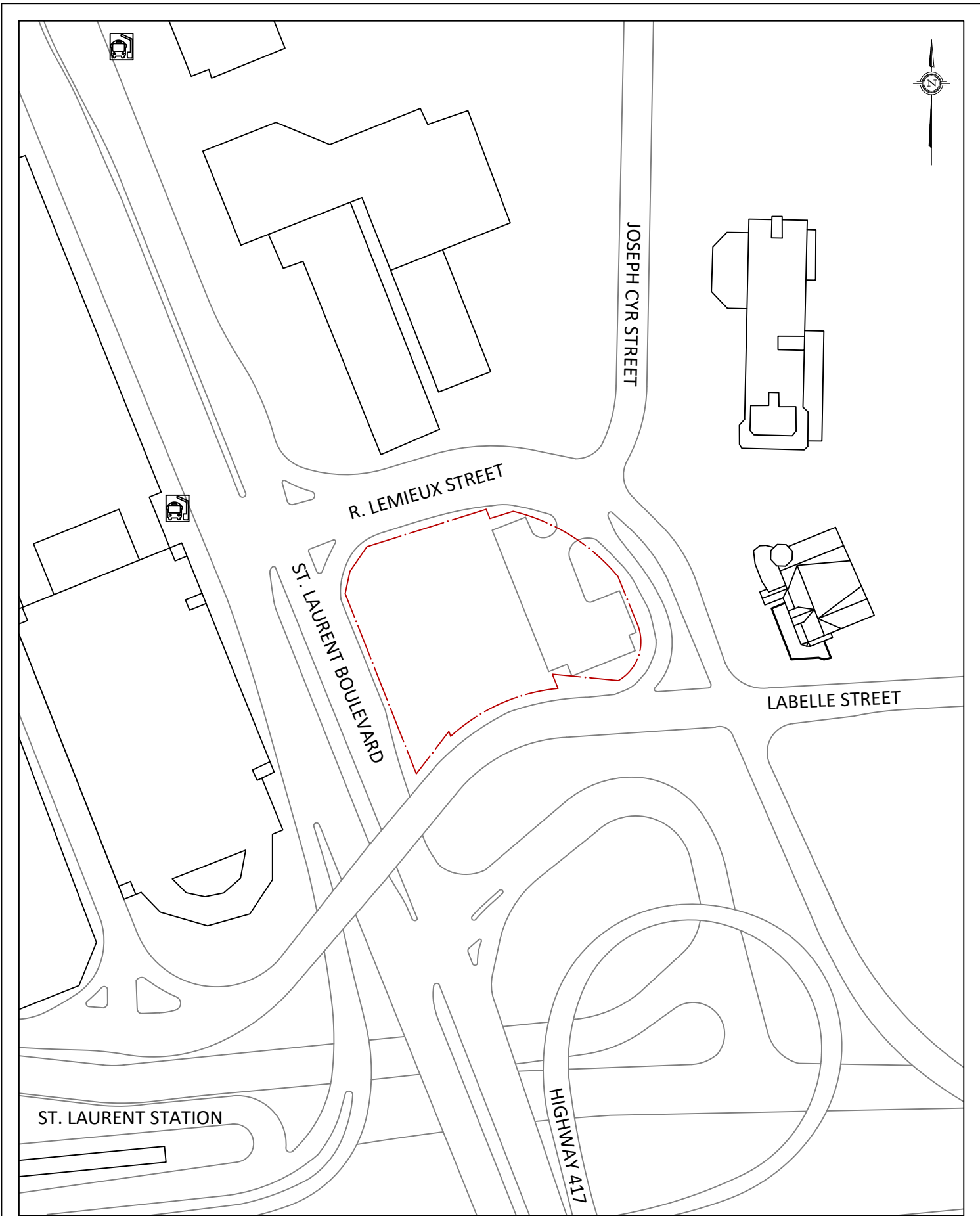


Justin Ferraro, P.Eng.
Principal





| | | | | | |
|---|---------|---|-------------|---------------|--|
| GRADIENTWIND ENGINEERS & SCIENTISTS 127 WALGREEN ROAD, OTTAWA, ON 613 836 0934 • GRADIENTWIND.COM | PROJECT | 1209 ST. LAURENT BOULEVARD, OTTAWA PEDESTRIAN LEVEL WIND STUDY | | DESCRIPTION | FIGURE 1A: PROPOSED SITE PLAN AND SURROUNDING CONTEXT |
| | SCALE | 1:1500 | DRAWING NO. | 22-130-PLW-1A | |
| | DATE | MAY 20, 2022 | DRAWN BY | N.M.P | |



| | | |
|---------|---|------------------------------|
| PROJECT | 1209 ST. LAURENT BOULEVARD, OTTAWA PEDESTRIAN LEVEL WIND STUDY | |
| SCALE | 1:1500 | DRAWING NO. 22-130-PLW-1B |
| DATE | MAY 20, 2022 | DRAWN BY N.M.P |

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

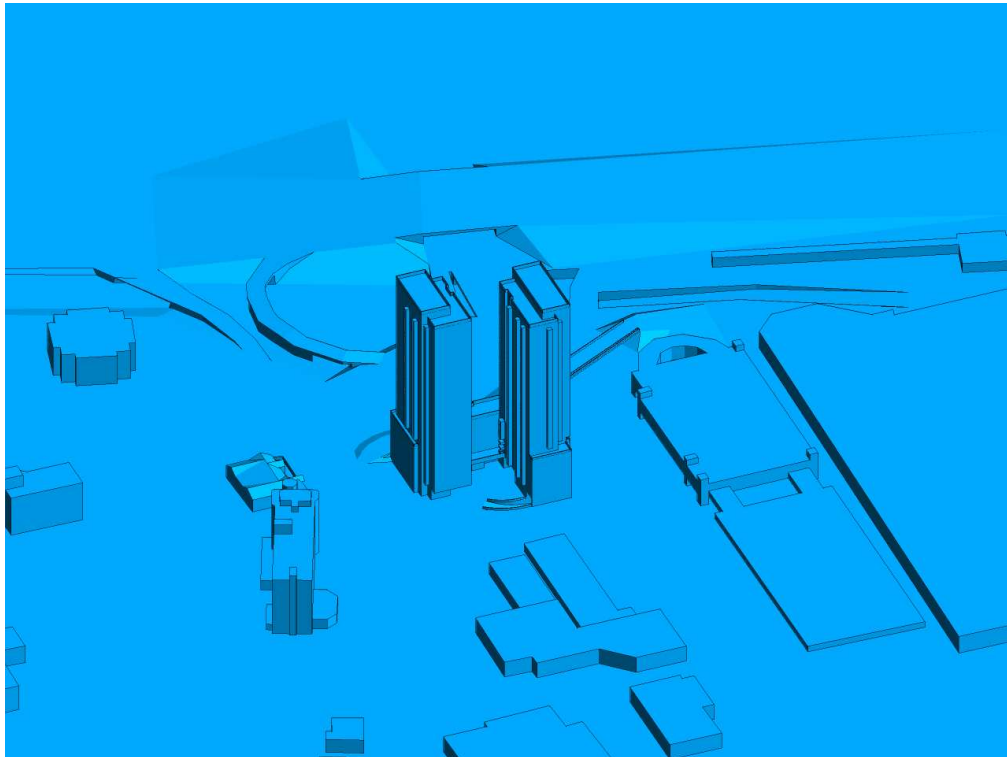


FIGURE 2A: COMPUTATIONAL MODEL, PROPOSED MASSING, NORTH PERSPECTIVE

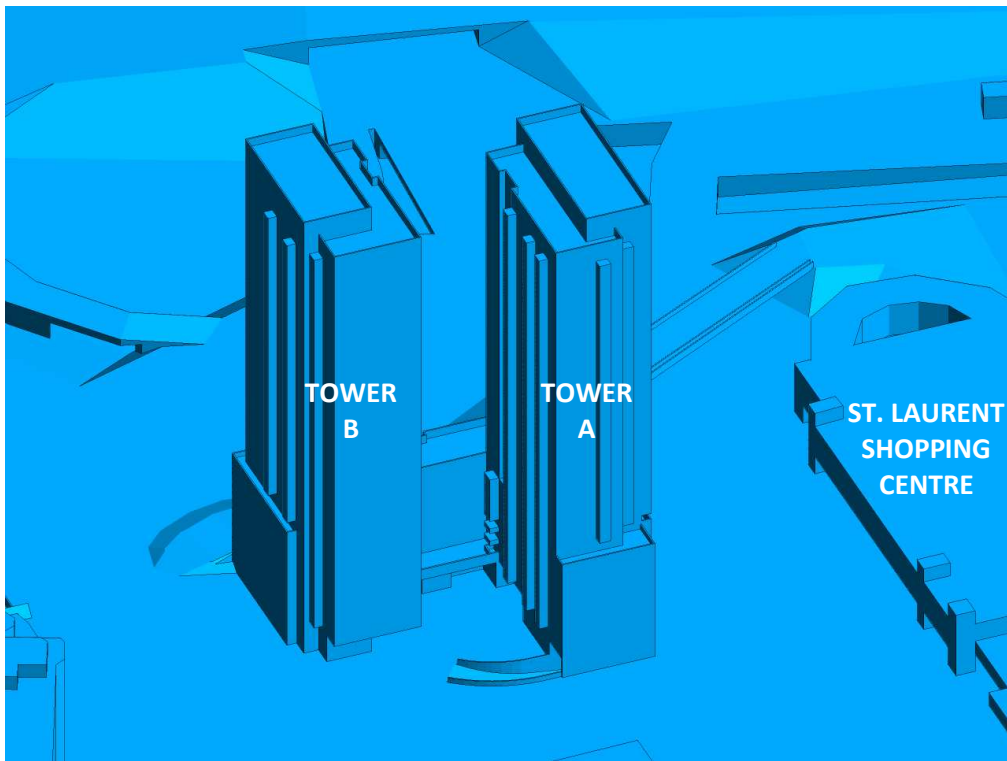


FIGURE 2B: CLOSE UP OF FIGURE 2A



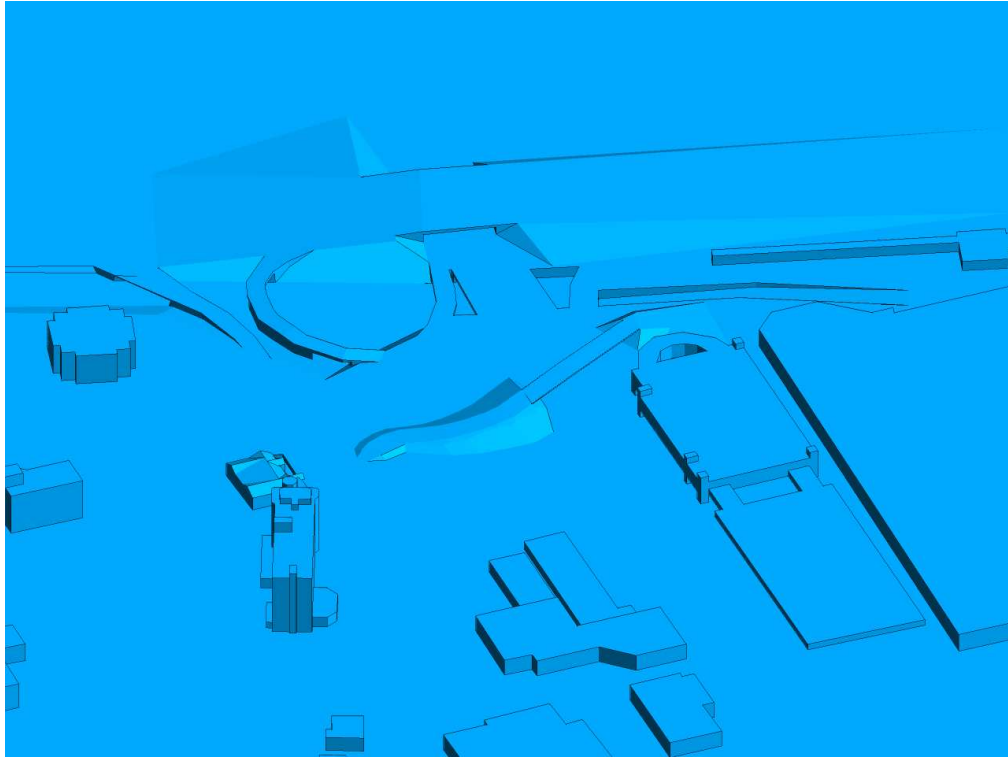


FIGURE 2C: COMPUTATIONAL MODEL, EXISTING MASSING, NORTH PERSPECTIVE

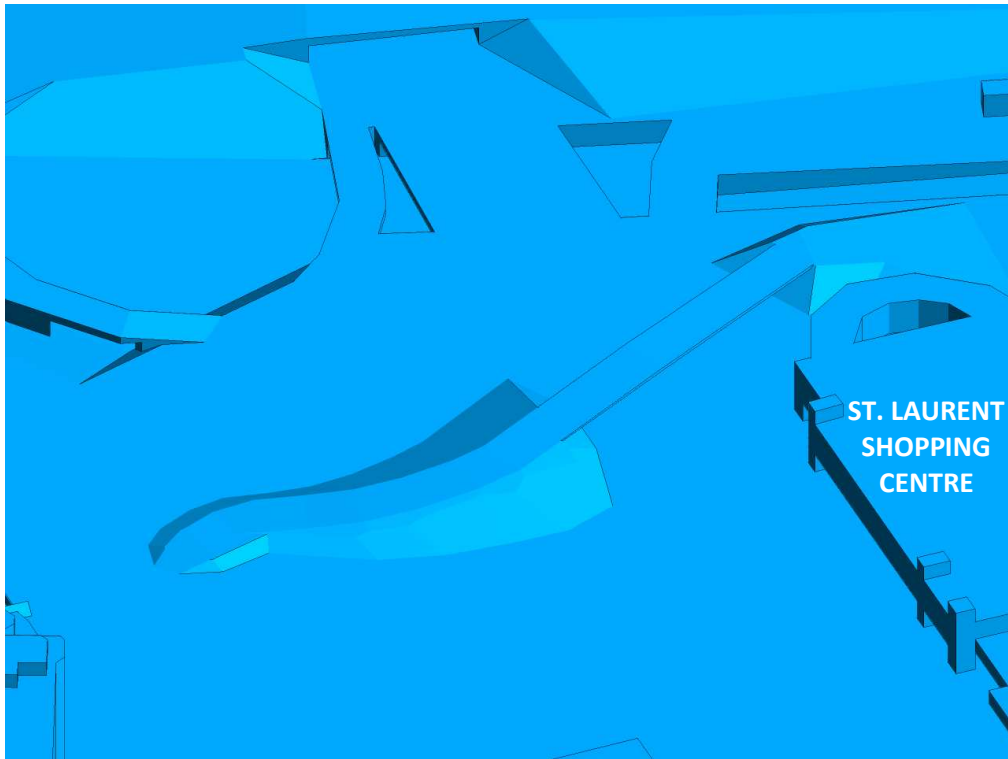


FIGURE 2D: CLOSE UP OF FIGURE 2C

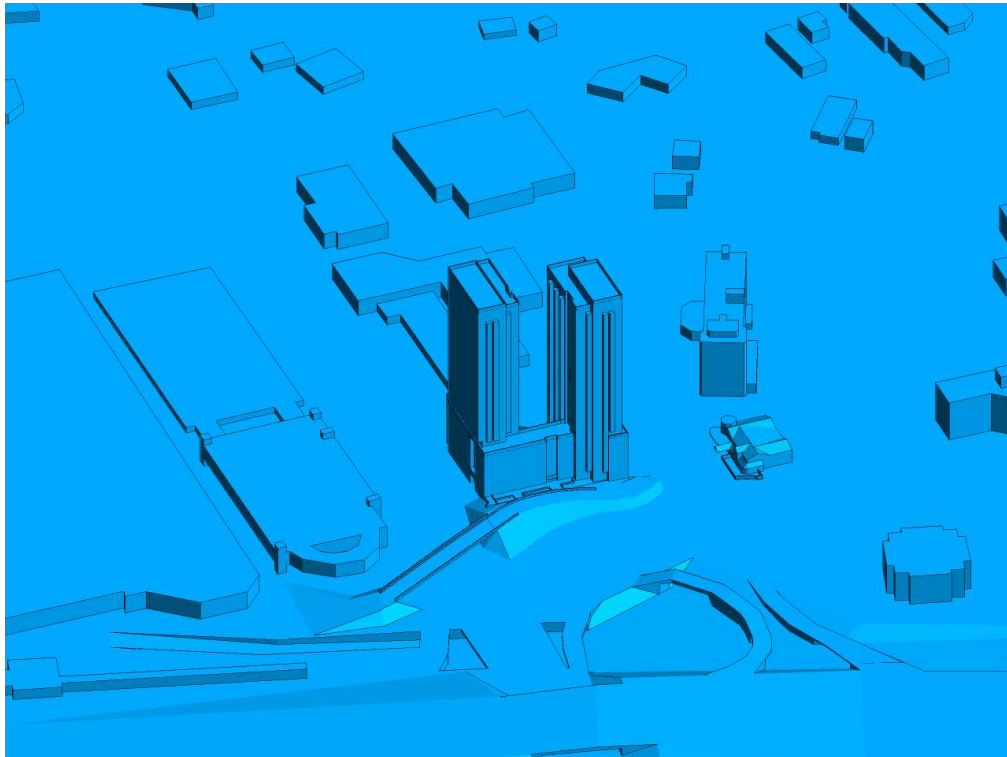


FIGURE 2E: COMPUTATIONAL MODEL, PROPOSED MASSING, SOUTH PERSPECTIVE

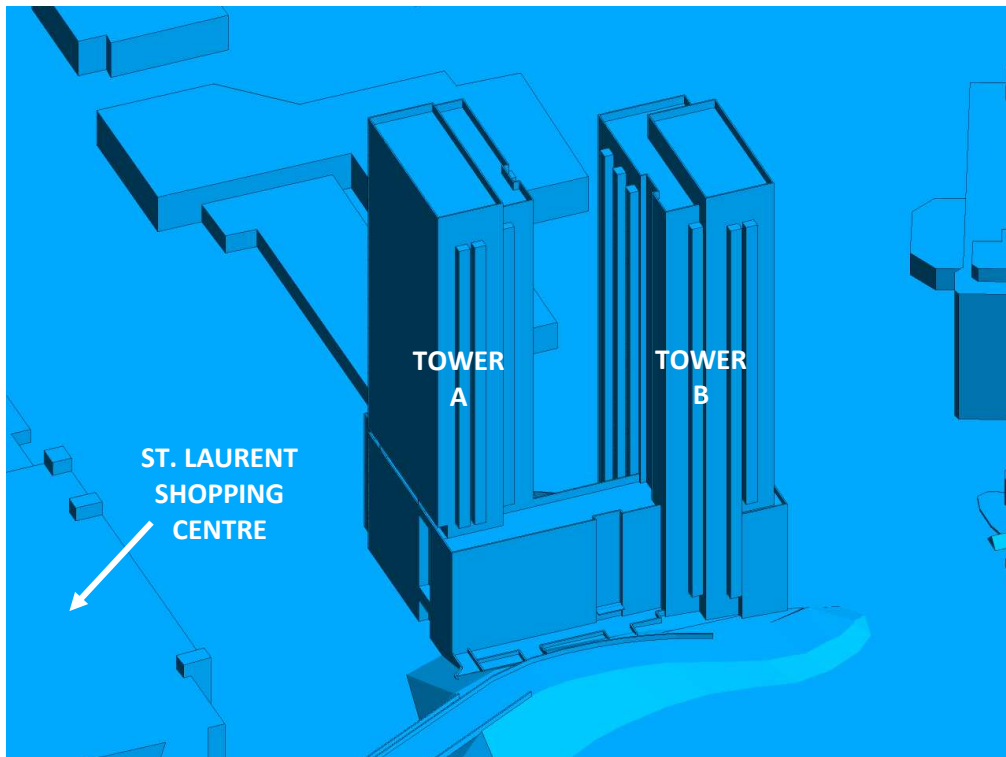


FIGURE 2F: CLOSE UP OF FIGURE 2E



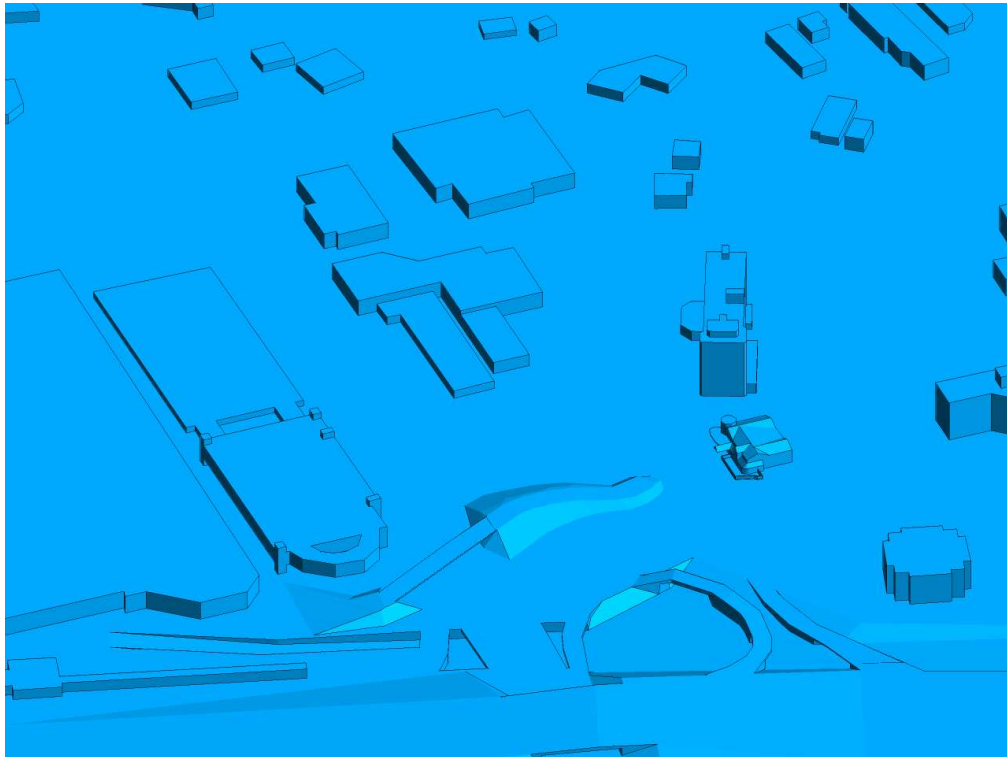


FIGURE 2G: COMPUTATIONAL MODEL, EXISTING MASSING, SOUTH PERSPECTIVE

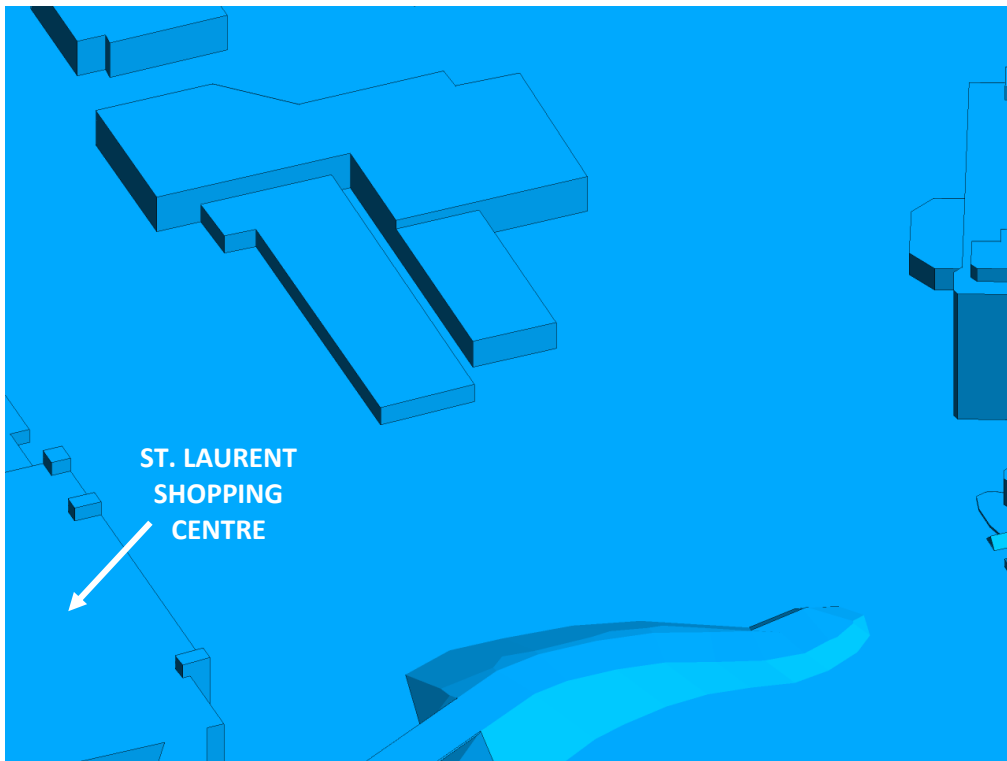


FIGURE 2H: CLOSE UP OF FIGURE 2G



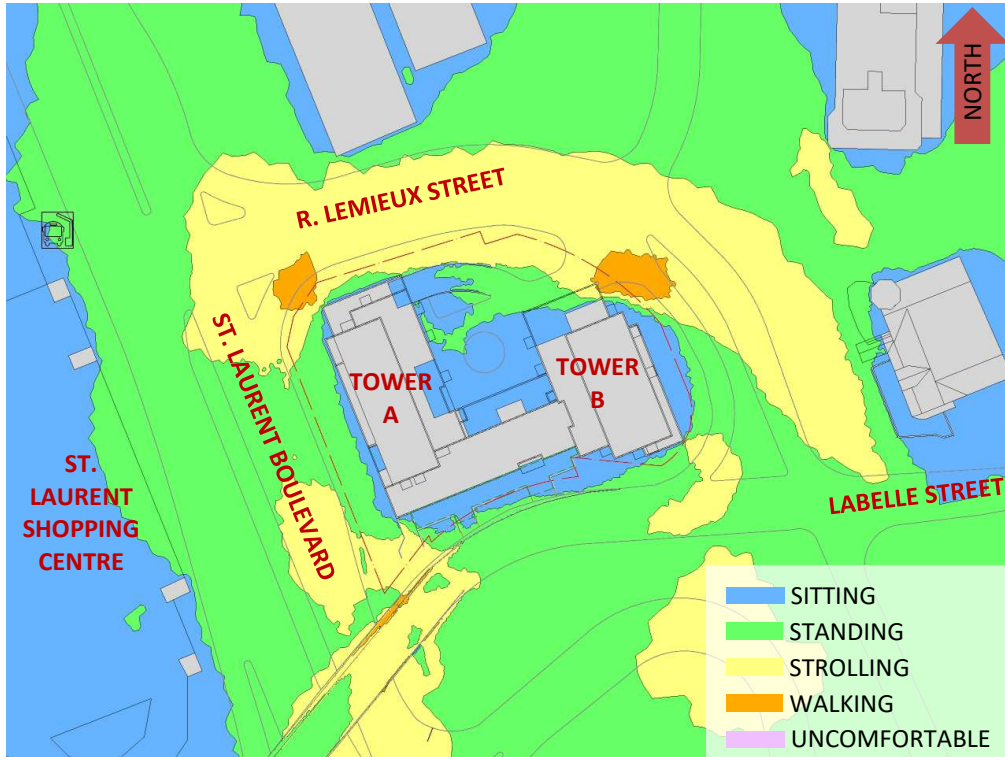


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

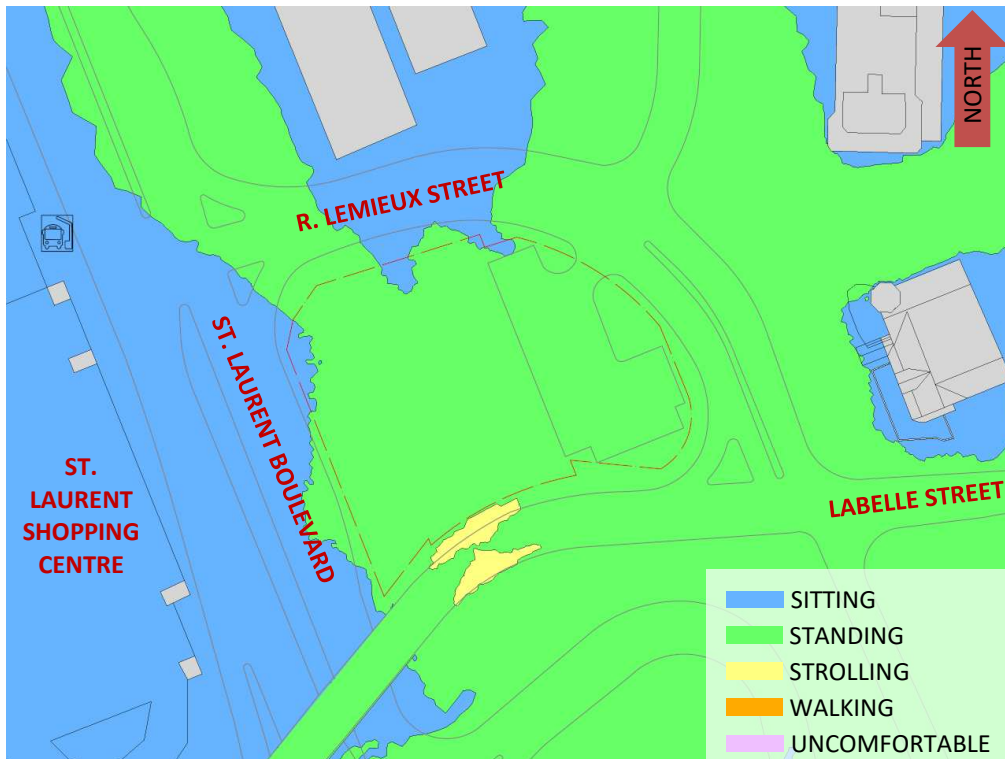


FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL – EXISTING MASSING



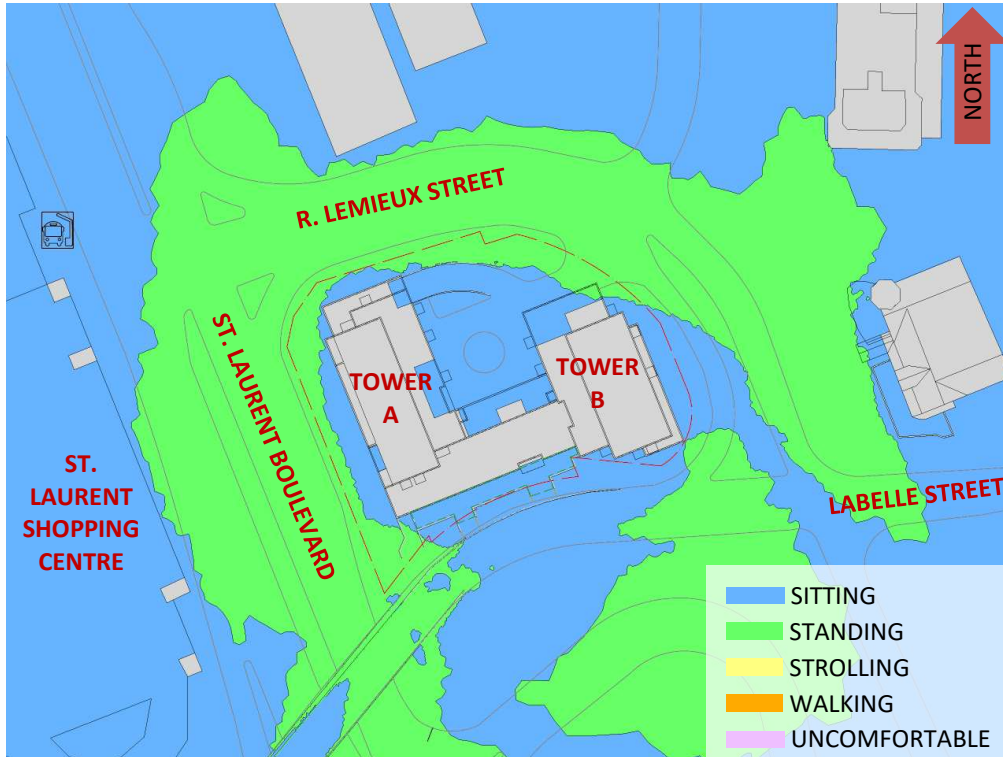


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

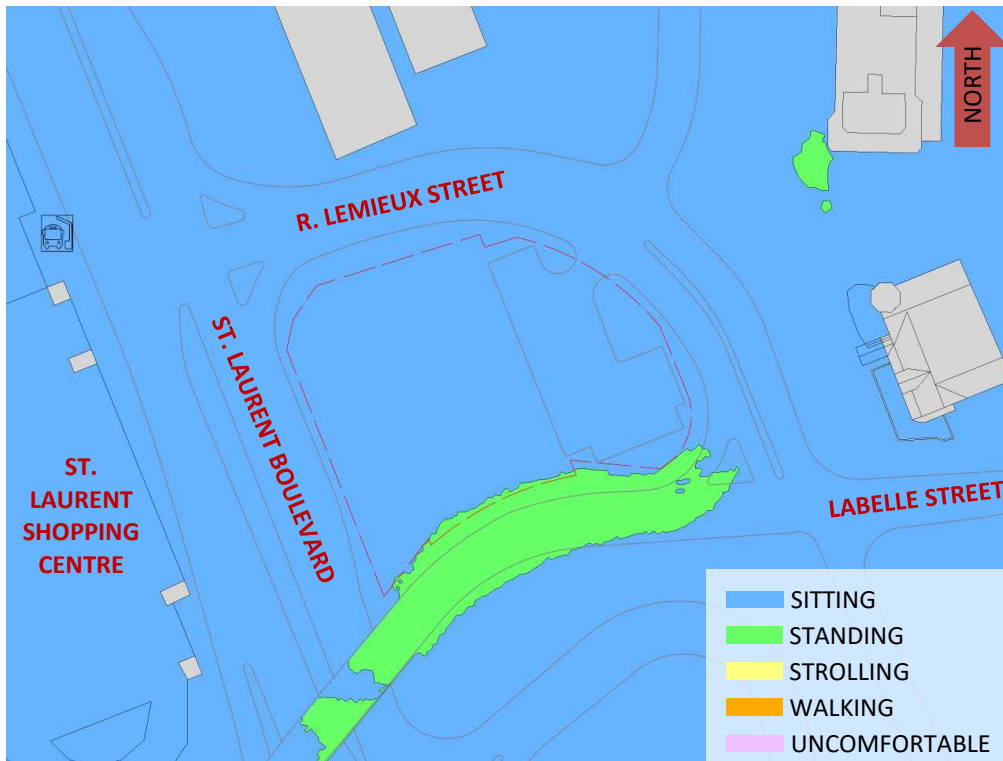


FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL – EXISTING MASSING



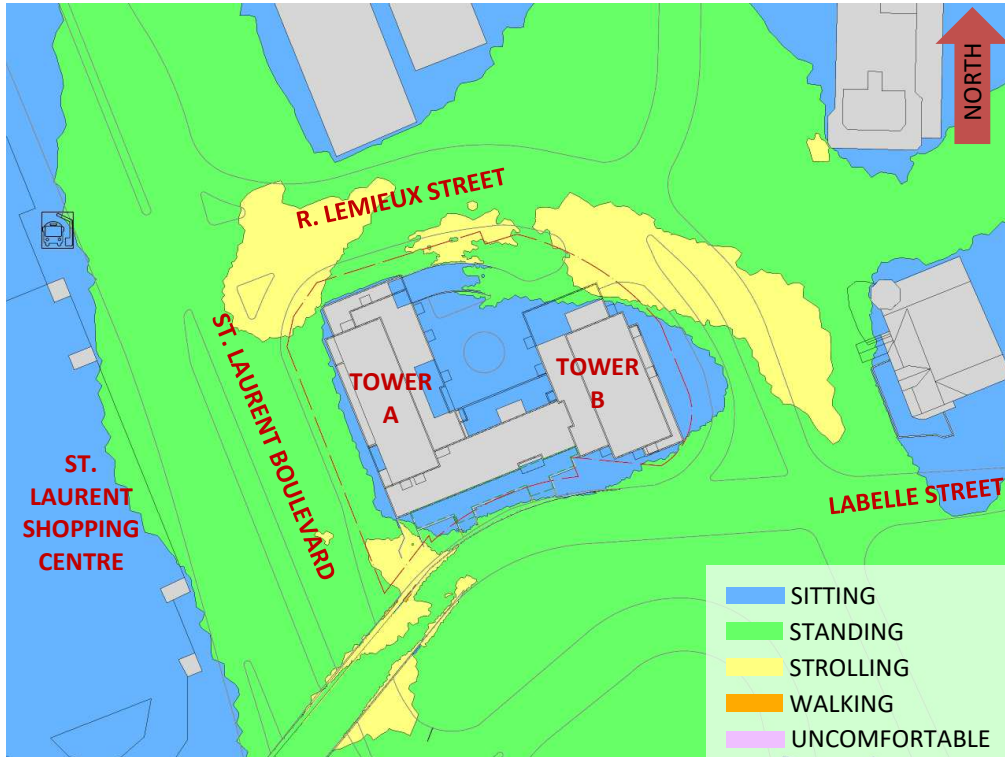


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

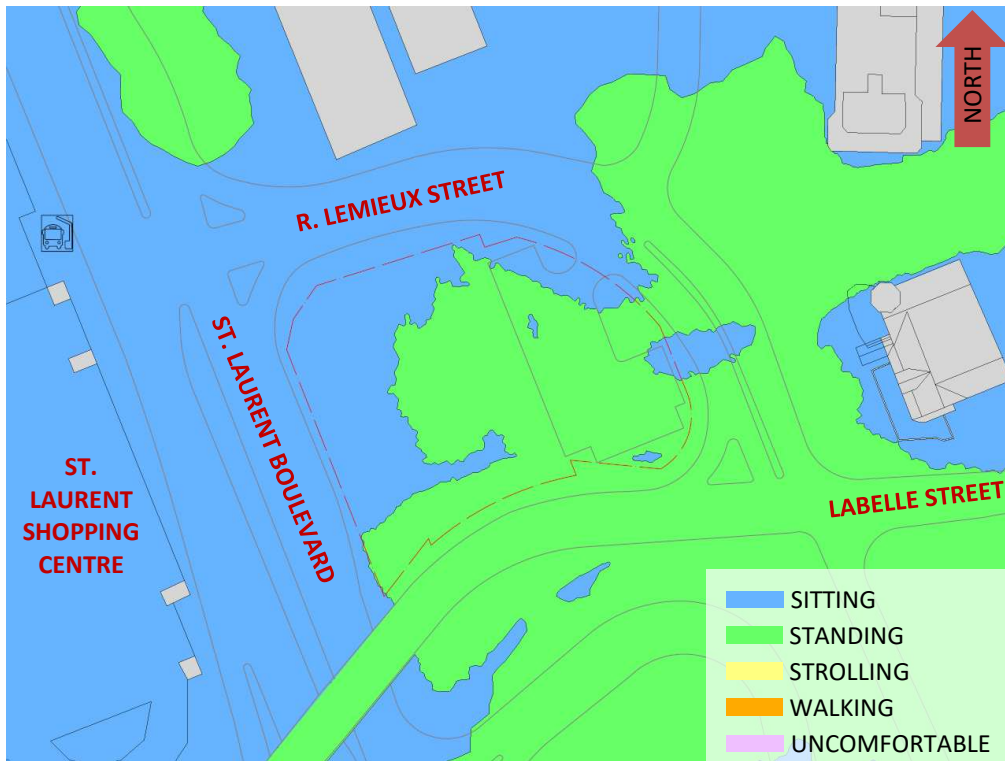


FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL – EXISTING MASSING



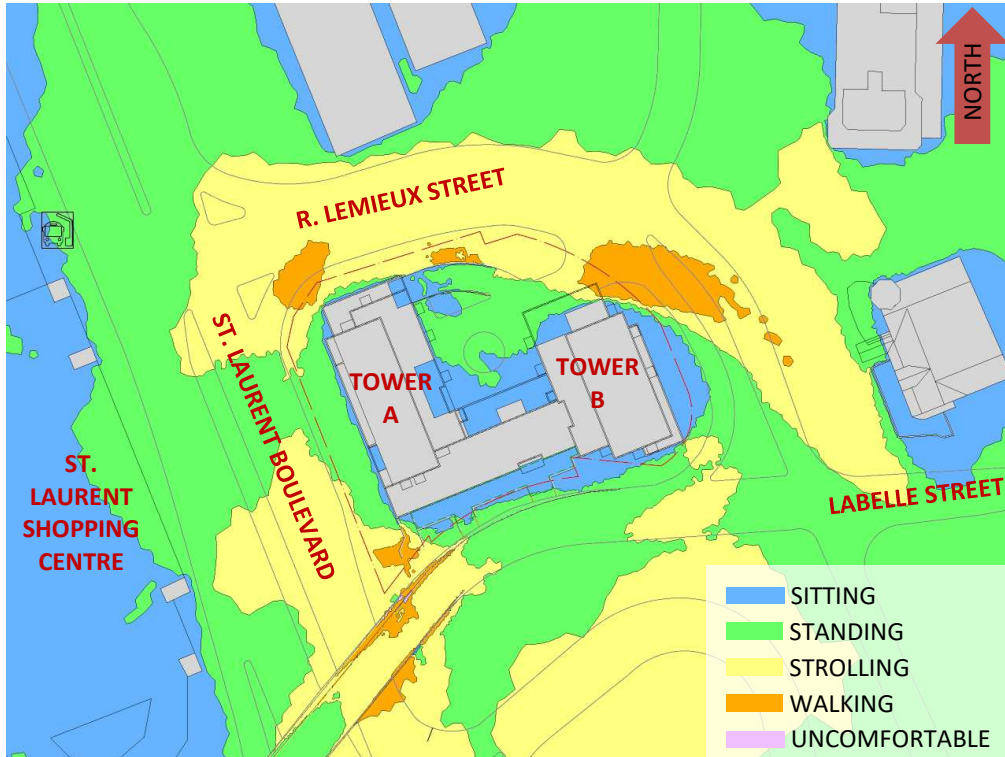


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

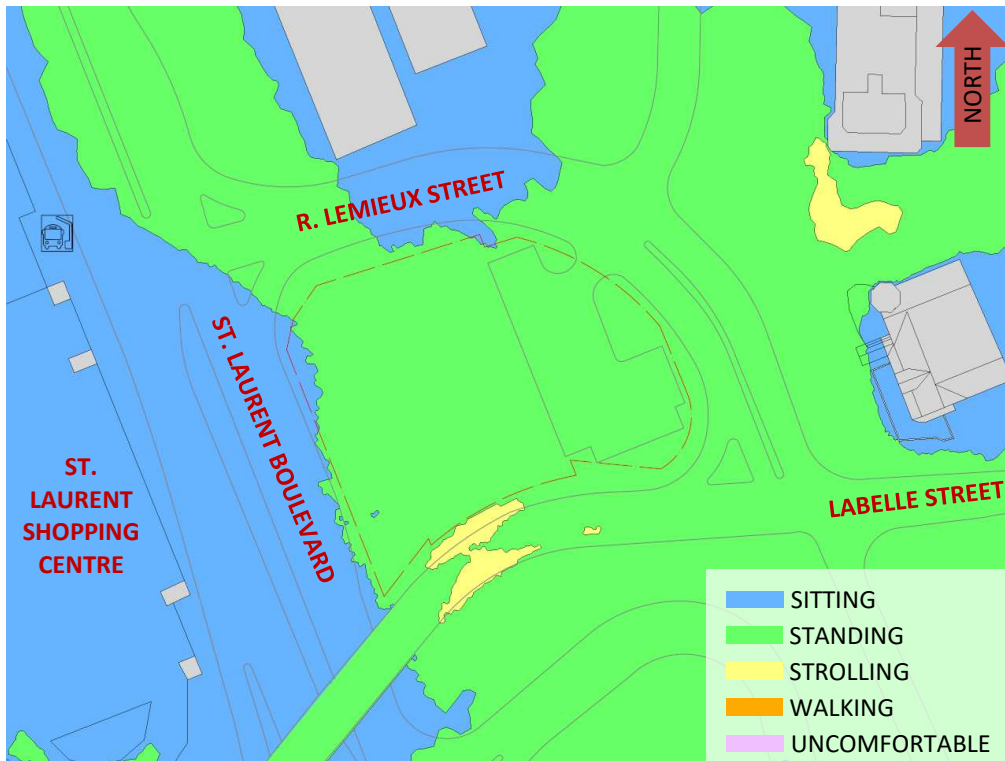


FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL – EXISTING MASSING



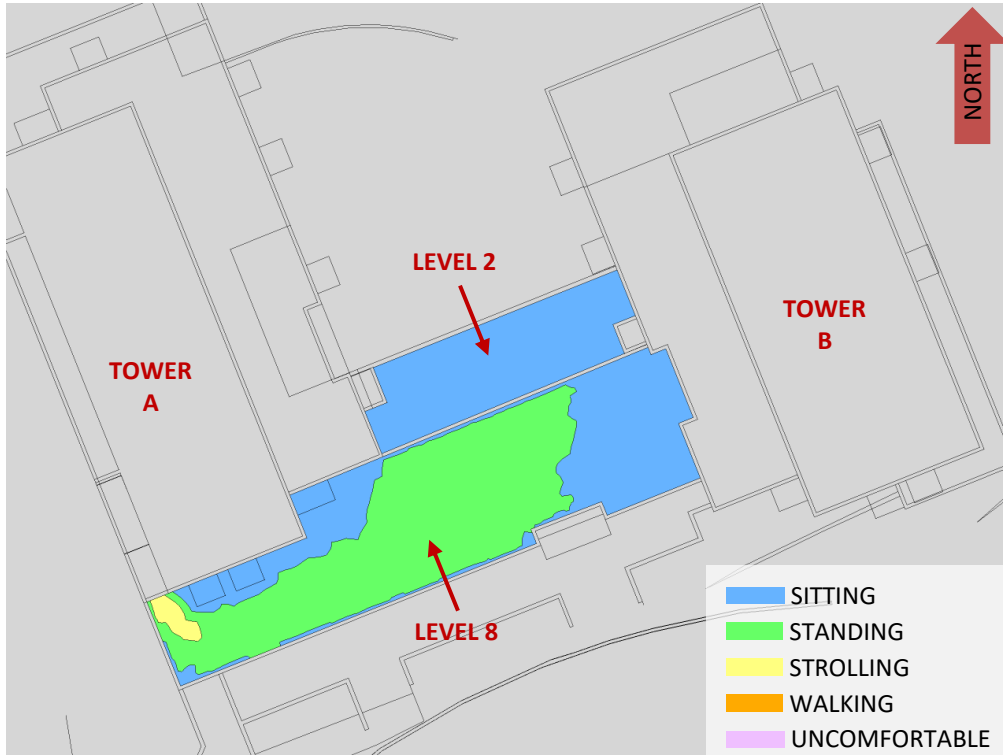


FIGURE 7A: SPRING – WIND COMFORT, COMMON AMENITY TERRACES

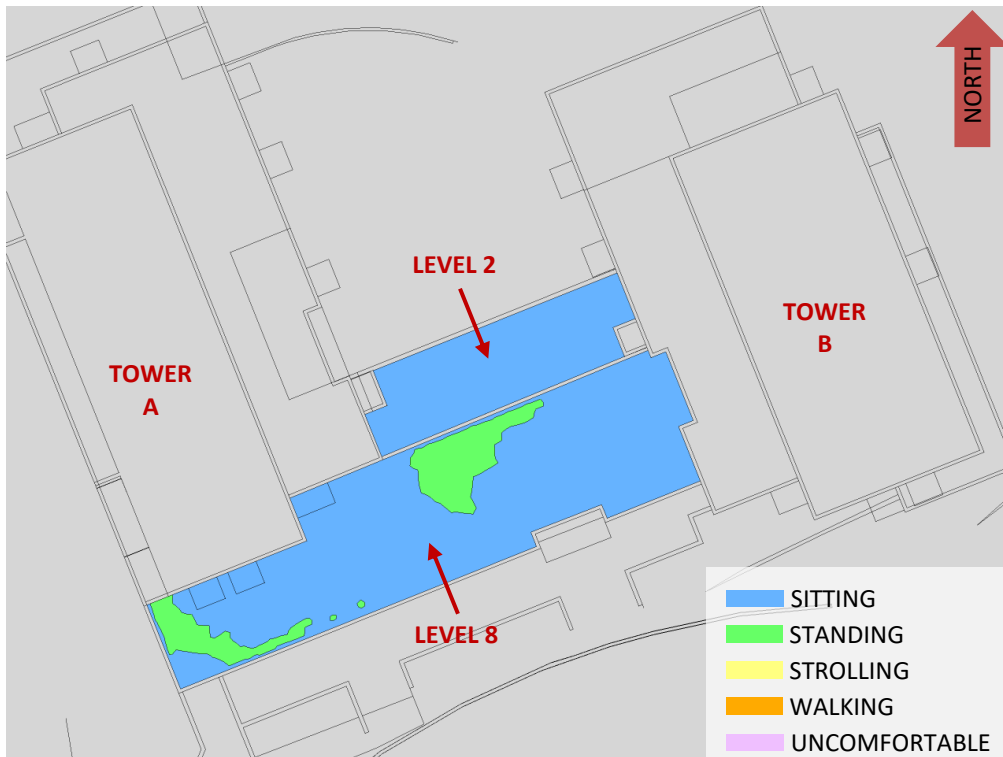


FIGURE 7B: SUMMER – WIND COMFORT, COMMON AMENITY TERRACES



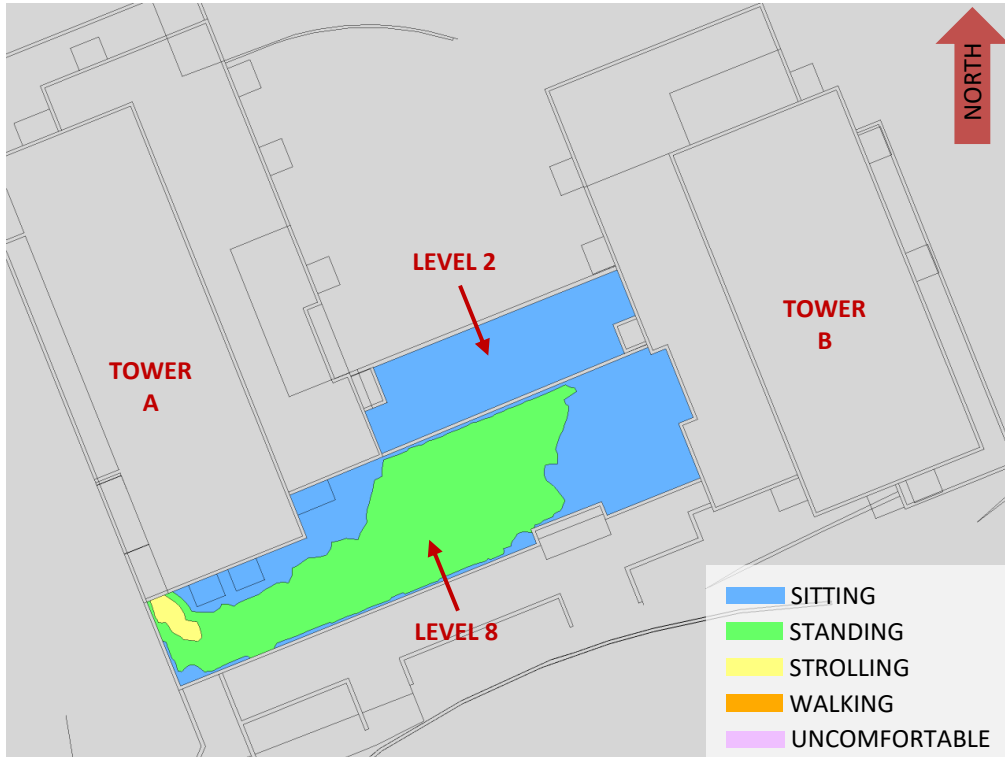


FIGURE 7C: AUTUMN – WIND COMFORT, COMMON AMENITY TERRACES

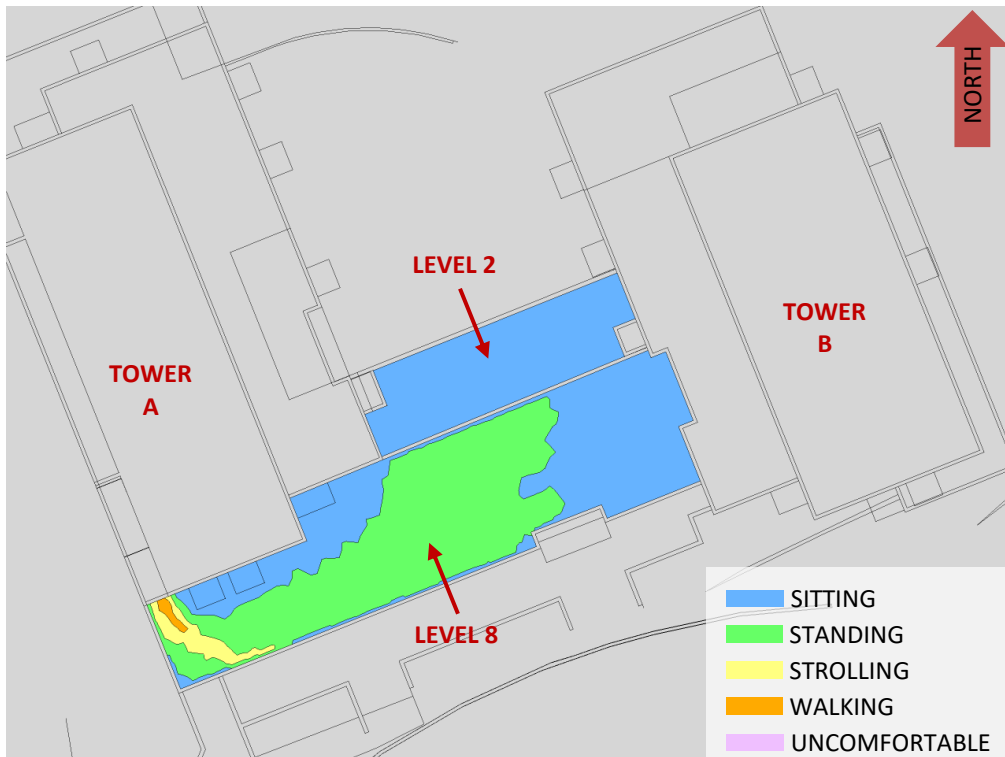


FIGURE 7D: WINTER – WIND COMFORT, COMMON AMENITY TERRACES

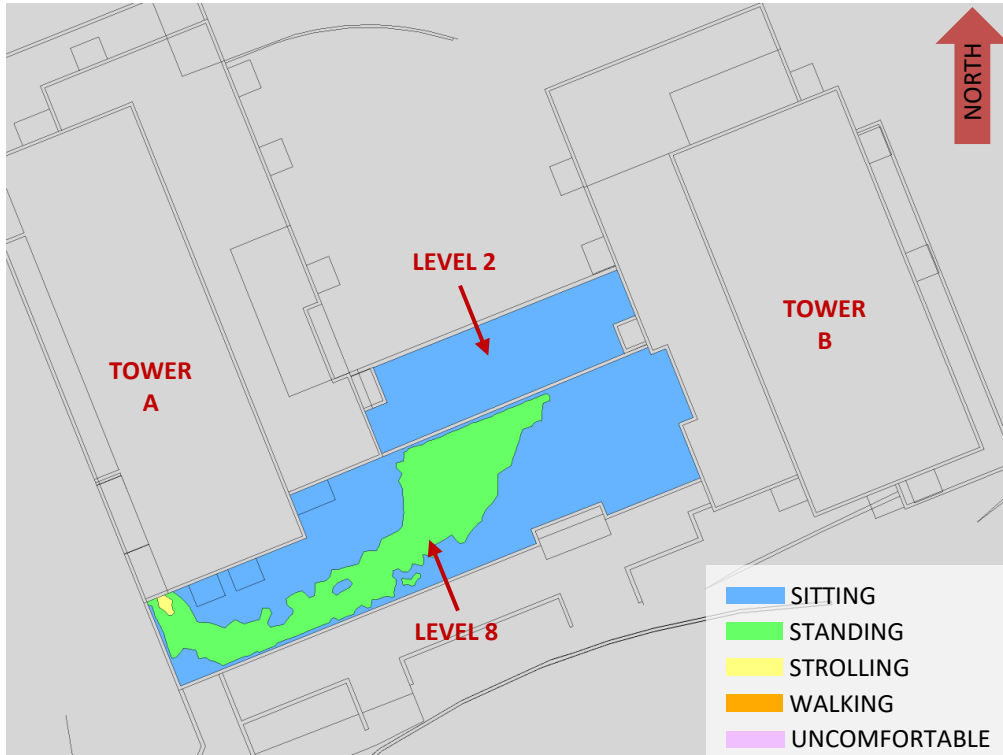


FIGURE 8A: TYPICAL USE PERIOD – WIND COMFORT, COMMON AMENITY TERRACES

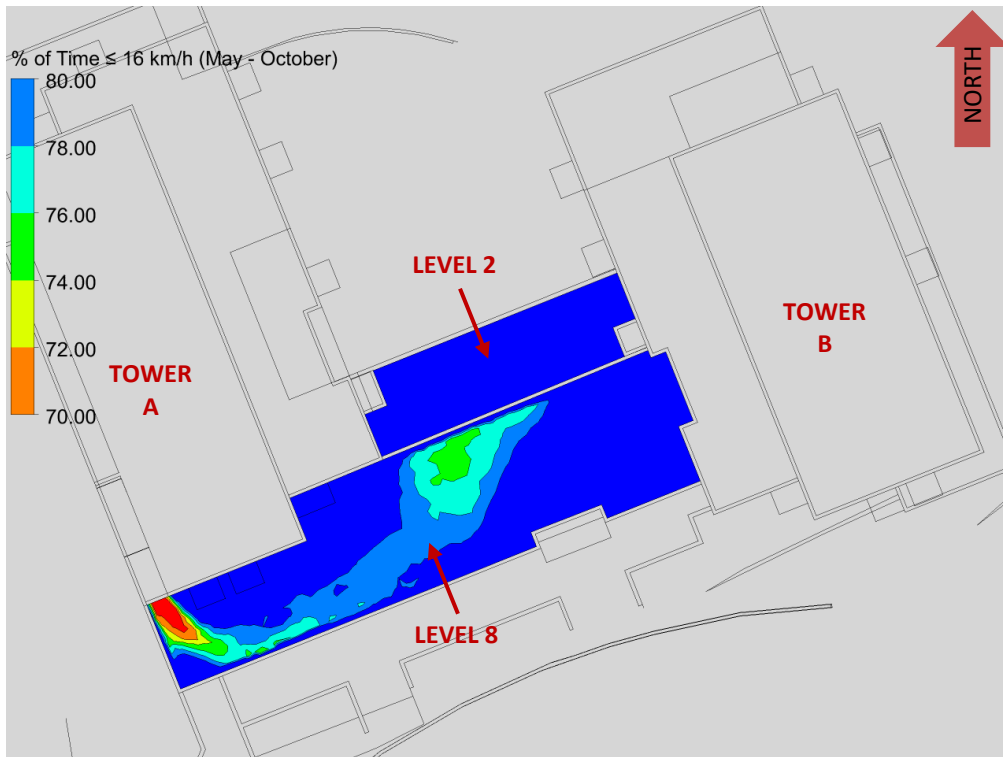
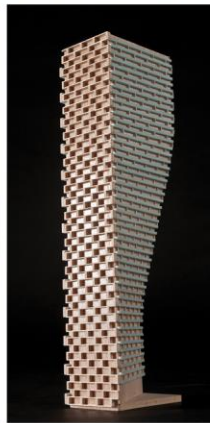


FIGURE 8B: PERCENTAGE OF TIME SUITABLE FOR SITTING IN FIGURE 8A

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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 (Degrees True) | Alpha Value (α) |
|----------------------------------|-----------------------------|
| 0 | 0.24 |
| 49 | 0.23 |
| 74 | 0.23 |
| 103 | 0.22 |
| 167 | 0.23 |
| 197 | 0.23 |
| 217 | 0.24 |
| 237 | 0.24 |
| 262 | 0.24 |
| 282 | 0.25 |
| 301 | 0.25 |
| 324 | 0.24 |

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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- [3] Y. Tamura, H. Kawai, Y. Uematsu, K. Kondo and T. Okhuma, "Revision of AIJ Recommendations for Wind Loads on Buildings," in *The International Wind Engineering Symposium, IWES 2003*, Taiwan, 2003.

