

GRADIENTWIND

ENGINEERS & SCIENTISTS

March 19, 2025

Brigil
98 Lois Street
Gatineau, ON J8Y 3R7

Attn: Tyler Yakichuk, MCIP RPP, Senior Planner
yakichuk@fotenn.com

Dear Mr. Yakichuk:

Re: Pedestrian Level Wind Study Addendum
1299 Richmond Road, Ottawa
Gradient Wind File 23-057

Gradient Wind Engineering Inc. (Gradient Wind) completed a computational pedestrian level wind (PLW) study to satisfy Zoning By-Law Amendment and Site Plan Control application submission requirements for the proposed development located at 1299 Richmond Road in Ottawa, Ontario¹, followed by an updated computational PLW study in August 2024² to satisfy Site Plan Control application resubmission requirements. The current architectural drawings, which were distributed to the consultant team in March 2025³ in preparation for a resubmission of the Site Plan Control application, do not include any significant changes to the massing of the proposed development.

The 2024 study concluded that most grade-level areas within and surrounding the subject site were predicted to experience conditions considered acceptable for the intended pedestrian uses throughout the year, inclusive of the nearby transit stops, the neighbouring existing surface parking lot to the west, most of the surrounding public sidewalks and laneway, most proposed internal walkways, and in the vicinity of building access points. Regions of conditions that may occasionally be considered uncomfortable for walking were situated to the southwest, west, and northwest of Tower A, and to the east of Tower B. As the exceedances were considered marginal and limited in extent within the regions to

¹ Gradient Wind Engineering Inc., '1299 Richmond Road – Pedestrian Level Wind Study', [May 15, 2023]

² Gradient Wind Engineering Inc., '1299 Richmond Road – Pedestrian Level Wind Study', [Aug 19, 2024]

³ BDP Quadrangle, '1299 Richmond Road, Ottawa', [Mar 17, 2025]

the west of the subject site over Assaly Road and to the southwest of Tower A, the conditions in these areas were considered satisfactory. The regions to the northwest of Tower A and to the east of Tower B were predicted to impact sections of the sidewalks along Assaly Road, the walkway at the northwest corner of the subject site, Starflower Lane, and the neighbouring existing surface parking lot serving 1285 Richmond Road to the east of the subject site. Canopies that extend from the podium façade at the southwest and northwest corners of the proposed development were recommended by the wind consultant and subsequently implemented into the architectural design to deflect downwashing winds at these areas. During the typical use period (May to October, inclusive), wind comfort conditions within the common amenity terraces serving the proposed development at Level 6 were predicted to be suitable for sitting, which is considered acceptable. Regarding the common amenity terrace serving Tower A at the MPH Level, which was modelled with 1.8-metre (m) tall perimeter wind screens, conditions during the typical use period were predicted to be suitable for mostly standing. To improve comfort levels within the MPH Level terrace, it was recommended to implement mitigation inboard of the terrace perimeters targeted around designated seating areas in combination with perimeter wind screens greater than 1.8 m in height.

There are no significant changes to the 2025 massing as compared to the August 2024 massing. Similar wind conditions suitable for the intended pedestrian uses are expected at most areas at grade level within and surrounding the subject site. The conclusions and recommendations as detailed in the 2024 PLW study and as summarized above are expected to remain representative of the current site massing.

Sincerely,

Gradient Wind Engineering Inc.



David Huitema, M.Eng., P.Eng.
CFD Lead Engineer