

GRADIENTWIND

ENGINEERS & SCIENTISTS

May 20, 2025

SEC Hazeldean
5139 ave de Courtrai, suite 300
Montréal, QC H3W 0A9

Attn: Félix Allaire
felix@scalia.ca

Dear Mr. Allaire:

Re: Pedestrian Level Wind Study Addendum
6310 Hazeldean Road, Ottawa, ON
Gradient Wind File 20-303

Gradient Wind Engineering Inc. (Gradient Wind) completed a computational pedestrian level wind (PLW) study to satisfy Zoning By-law Amendment (ZBLA) application submission requirements for the proposed development located at 6310 Hazeldean Road in Ottawa, Ontario¹. The study was conducted based on architectural drawings provided by Figurr Architects Collective in September 2023². Subsequently, an updated set of architectural drawings was provided to the consultant team in December 2023³ which included some differences to the massing design that were described in the noted PLW study. Furthermore, an addendum letter was provided in March 2024⁴ to address further massing changes.

As compared to the massing considered in the 2023 PLW study, the current architectural drawings, which were distributed to the consultant team in May 2025⁵, include several modest changes. Of note, the May 2025 massing remains similar to the March 2024 massing, which was described in the above-noted March 2024 addendum letter.

¹ Gradient Wind Engineering Inc., '6310 Hazeldean Road – Pedestrian Level Wind Study', [Dec 21, 2023]

² Figurr Architects Collective, '6310 Hazeldean Road', [Sep 8, 2023]

³ Figurr Architects Collective, '6310 Hazeldean Road – SPC Rezone', [Nov 29, 2023]

⁴ Gradient Wind Engineering Inc., '6310 Hazeldean Road – Pedestrian Level Wind Study Addendum', [Mar 27, 2024]

⁵ ACDF Architecture, 'Scalia, Stittsville-Hazeldean', [May 9, 2025]

Considering Hazeldean Road as project north-northwest, the height of Building A has increased from 9 to 12 storeys, while the west wing has increased from 6 to 7 storeys and the extension along the east elevation from Level 3 to the MPH Level has been removed. The height of Building B has decreased from 25 to 21 storeys. Furthermore, the northeast corner of Building A is no longer accessible to pedestrians.

The original PLW study concluded that most grade-level areas within and surrounding the subject site were predicted to experience conditions that were considered acceptable for the intended pedestrian uses throughout the year, inclusive of the nearby public sidewalks, laneways, surface parking, walkways, green spaces, and in the vicinity of building access points. Wind conditions within the common amenity terrace serving Building A at Level 3 were predicted to be suitable for sitting during the typical use period (that is, from May to October, inclusive), which was considered acceptable. Regarding the building access point near the northeast corner of Building B, considering Hazeldean Road as project north-northwest, wind comfort conditions in the immediate vicinity were predicted to exceed the walking threshold by a maximum of approximately 3% of the time during the winter season.

From a wind engineering perspective, the differences in the 2023 and the 2025 massing designs are considered modest. Conditions at grade within and surrounding the subject site are expected to be similar for the current massing and may be slightly improved due to the reduction in height of Building A. Regarding the wind comfort conditions within the Level 3 amenity terrace serving Building A, conditions are expected to remain calm and suitable for sitting during the typical use period. As the northeast corner of the subject site is no longer accessible to pedestrians, mitigation such as the proposed canopy and entrance relocation is not required for this corner.

In summary, the conclusions as detailed in the original PLW study are expected to remain mostly representative for the proposed design presented in May 2025 and wind conditions within and surrounding the proposed development are expected to remain suitable for the intended pedestrian uses.

Sincerely,

Gradient Wind Engineering Inc.

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

