

**PEDESTRIAN LEVEL  
WIND STUDY**

979 Wellington Street West  
Ottawa, Ontario

Report: 20-211-PLW-R1



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PREPARED FOR  
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## EXECUTIVE SUMMARY

This report describes a pedestrian level wind (PLW) study undertaken to satisfy the requirements for concurrent Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) application submissions for a proposed mixed-use development located at 979 Wellington Street West in Ottawa, Ontario (hereinafter referred to as “subject site”). 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.

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, illustrated in Figures 3A-4D, and summarized as follows:

- 1) All areas at grade are expected to be suitable for their intended uses throughout the year. This includes all building access points, nearby sidewalks, transit stops, the interior courtyard, and the covered passageway between the courtyard and Wellington Street West.
- 2) Conditions on the amenity terrace at the Mechanical Penthouse Level are expected to be mostly suitable for sitting at least 80% of the time during the summer, although a small area near the southeast corner of the terrace is predicted to achieve the sitting comfort class at least 75% of the time. We recommend that the noted conditions be considered acceptable.
- 3) Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas surrounding the subject site at grade level were found to experience conditions that could be considered uncomfortable or dangerous.
- 4) 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.



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## 1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Magil Laurentian Realty Corporation to undertake a pedestrian level wind (PLW) study to satisfy the requirements for concurrent Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) application submissions for a proposed mixed-use development located at 979 Wellington Street West in Ottawa, Ontario (hereinafter referred to as “subject site”). 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, as 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 of the subject site prepared by RLA Architecture in March 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 at 979 Wellington Street West in Ottawa on a city block bordered by Hilda Street to the north, Wellington Street West at the east, Garland Street at the south, and Armstrong Street at the west. For ease of description, Hilda Street is referred to as project north.

The development comprises a 12-storey C-shaped building. The ground floor includes retail space along Wellington Street West, residential units along Armstrong and Garland Streets, lobby space, a loading dock, and the entrance to underground parking levels. The central courtyard is accessible from Armstrong street to the west and from Wellington Street West at the east through a covered passageway. At Level 2 a bridge connects the south and north floorplans, over the covered passageway. At Level 3 the



*Architectural Rendering, North Perspective  
(Courtesy of RLA Architecture)*



north and south floorplans are fully joined at the east side of the site. Levels 2 and above comprise residential units. The building steps back from the west elevation at Level 5 and from all elevations at Level 10. The roof of the building, at the Mechanical Penthouse Level, will serve as an amenity terrace.

The near-field surroundings (defined as an area within 200 metres (m) of the subject site) include primarily low-rise buildings in all directions, a mid-rise building to the northeast (959 Wellington Street West), and high-rise buildings to the east and southwest (52 Bayswater Avenue and 1041 Wellington Street West). The far-field surroundings (defined as an area beyond the near-field but within a 2-kilometre (km) radius of the subject site) include a mix of low-rise buildings, undeveloped land, the Ottawa River running from the northwest clockwise to northeast, and primarily low-rise buildings in all other directions. Of note, Downtown Ottawa lies approximately 2 km to the northeast and the Ottawa Experimental Farm lies approximately 1.5 km to the south. In addition, the site of the approved Trinity Centre development, which has been considered in this study, lies approximately 400 m to the northeast.

Key areas under consideration include surrounding sidewalks, walkways, building access points and outdoor amenity areas. 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 criteria<sup>1</sup>. 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.

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<sup>1</sup> City of Ottawa Terms of References: Wind Analysis  
[https://documents.ottawa.ca/sites/default/files/torwindanalysis\\_en.pdf](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 diameter of approximately 820 m.

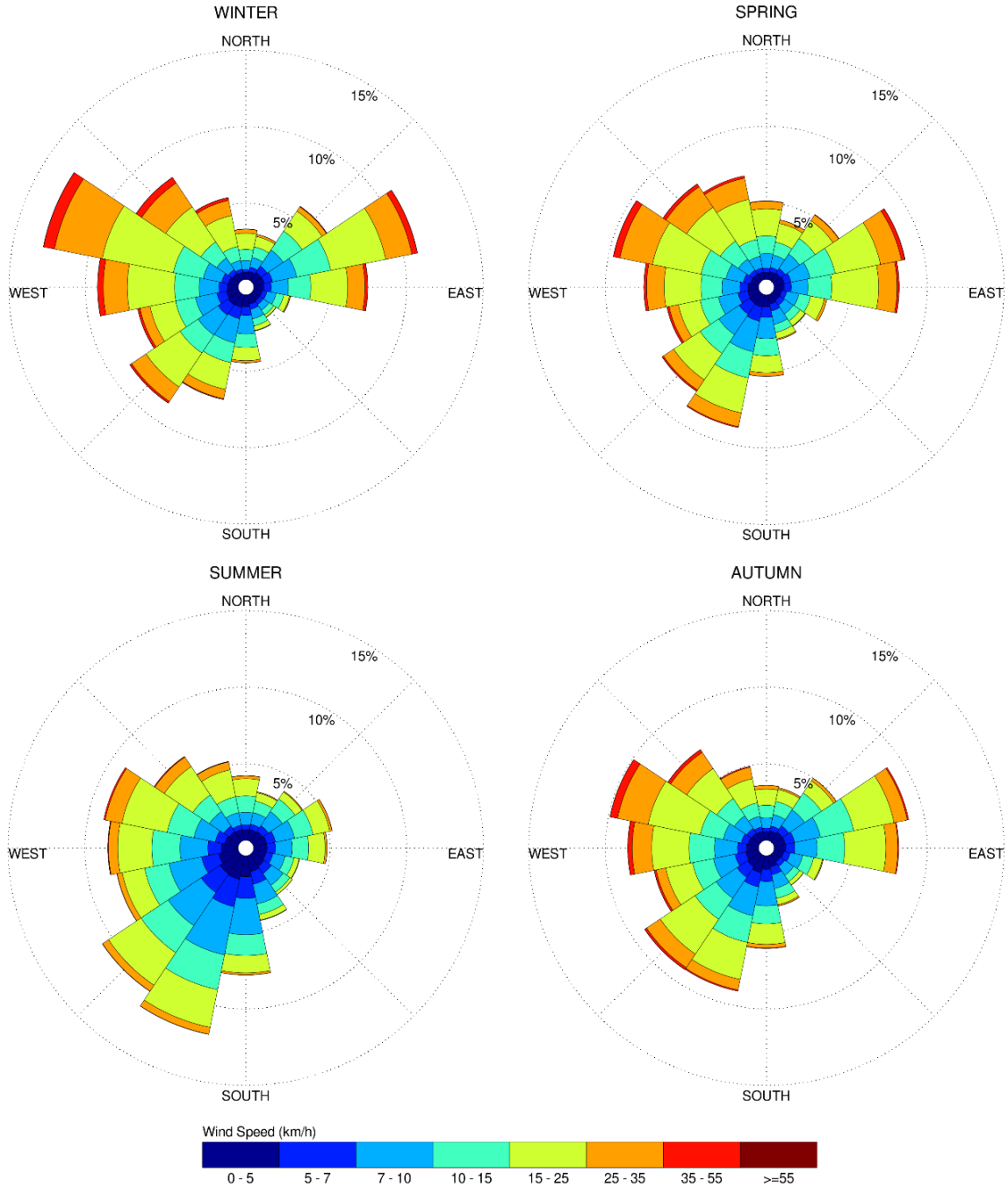
Mean and peak wind speed data obtained over the study site for each wind direction were interpolated to 36 wind directions at 10° intervals, representing the full compass azimuth. Measured wind speeds on a continuous measurement plane 1.5 m above local grade, and 1.5 m above elevated amenity terraces were referenced to the wind speed at gradient height to generate mean and peak velocity ratios, which were used to calculate full-scale values. The 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 CFD wind flow simulation technique are presented in Appendix A.

## 4.3 Meteorological Data Analysis

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	Wind Speed (km/h)		Description
		Mean	Gust	
2	Light Breeze	6-11	9-17	Wind felt on faces
3	Gentle Breeze	12-19	18-29	Leaves and small twigs in constant motion; wind extends light flags
4	Moderate Breeze	20-28	30-42	Wind raises dust and loose paper; small branches are moved
5	Fresh Breeze	29-38	43-57	Small trees in leaf begin to sway
6	Strong Breeze	39-49	58-74	Large branches in motion; Whistling heard in electrical wires; umbrellas used with difficulty
7	Moderate Gale	50-61	75-92	Whole trees in motion; inconvenient walking against wind
8	Gale	62-74	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 most of 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 and Figures 4A-4D (following the main text), illustrating seasonal wind comfort conditions at grade level and within the elevated amenity terrace, respectively. Wind conditions are presented as continuous contours of wind comfort within and surrounding the subject site.

The colour contours indicate various comfort classes predicted for certain regions, which correspond to the City of Ottawa wind comfort criteria in Section 4.4. Wind conditions comfortable for sitting or more sedentary activities are represented by the colour green, standing are represented by yellow, strolling by orange, walking by blue, while uncomfortable conditions are represented by the colour magenta. Pedestrian comfort is summarized below for each area of interest.

## 5.1 Wind Comfort Conditions – Grade Level

**Wellington Street West:** The sidewalks along Wellington Street West are predicted to be mostly suitable for sitting during the summer. Conditions during the remaining colder seasons are predicted to be suitable for a mix of sitting and standing along most of the length of the sidewalk. During the winter season, conditions along part of the sidewalk, near the covered passageway and near the intersection of Garland Street and Wellington Street West, are predicted to be suitable for strolling. The noted conditions are considered acceptable according to the wind comfort criteria in Section 4.4.

**Plaza, East of Wellington Street West:** The plaza, which occupies the triangular-shaped parcel of land bounded by Wellington Street West to the west, Somerset Street West to the east, and Spadina Avenue to the north, is predicted to be suitable for sitting during the summer and suitable for a mix of sitting and standing during the remaining colder seasons. These conditions are considered acceptable according to the wind comfort criteria in Section 4.4.

**Garland Street:** The sidewalks along Garland Street are expected to be suitable for sitting during the summer, becoming mostly suitable for standing during the remaining three colder seasons. During the winter, strolling conditions are also expected to develop near the intersection of Garland Street and Wellington Street West. The noted conditions are considered acceptable according to the wind comfort criteria in Section 4.4.

**Armstrong Street:** The sidewalks along Armstrong Street are expected to be suitable for sitting during the summer. Conditions are expected to be suitable for standing, or better, during the remaining colder seasons. The noted conditions are considered acceptable according to the wind comfort criteria in Section 4.4.

**Hilda Street:** The sidewalks along Hilda Street are predicted to be mostly suitable for sitting during the summer, although standing conditions are expected to develop on a portion of the sidewalk along the southwest façade of the building at 959 Wellington Street West. Conditions are expected to be mostly suitable for standing during the autumn, and suitable for strolling, or better, during the spring and winter. The noted conditions are considered acceptable according to the wind comfort criteria in Section 4.4.

**Bus Stops:** The two bus stops near the proposed development, on Somerset Street West, near the centre of the plaza, and on the east sidewalk of Wellington Street West, are predicted to be suitable for standing, or better, throughout the year. The noted conditions are considered acceptable according to the wind comfort criteria in Section 4.4.

**Covered Passageway:** The covered passageway, which connects the interior courtyard to Wellington Street West, will be moderately windy. Pressure differentials across the building are expected to generate forces which will accelerate flow through the passageway. In general, conditions are expected to be suitable for standing during the summer, and suitable for strolling during the spring and autumn. During the winter, conditions will approach the walking comfort class. Since the passageway will be mostly used as a transition zone between the street and the courtyard, these conditions are considered acceptable.

**Interior Courtyard:** The interior courtyard is expected to be mostly suitable for sitting throughout the year, although windier conditions, suitable for standing, may occur near the covered passageway. The noted conditions are considered acceptable according to the wind comfort criteria in Section 4.4.

**Primary Building Entrances:** Wind conditions in the immediate vicinity of all primary building entrances serving the proposed development are expected to be suitable for standing, or better, throughout the year. These conditions are considered acceptable according to the wind comfort criteria.

## 5.2 Wind Comfort Conditions – Common Amenity Terrace

**MPH Level Amenity Terrace:** The common terrace at the MPH Level is predicted to be mostly suitable for sitting during the summer, although areas near the southeast corner of the mechanical penthouse are predicted to be suitable for standing. However, these areas are also predicted to be suitable for sitting at least 75% of the time during the summer season. During the spring, autumn, and winter, the terrace is predicted to be suitable for a mix of sitting and standing. We recommend that the noted conditions be considered acceptable. If calmer conditions are desired near the noted corner, we recommend introducing 1.5-m-tall solid wind screens along the eastern half of the south elevation and along the southern half of the eastern elevation.

### 5.3 Wind Safety – Grade Level

Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas surrounding the subject site at grade level 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. In general, development in urban centers 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 comfort and safety conditions is provided in Section 5 and illustrated in Figures 3A-4D (following the main text). 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 similar developments, we conclude the following:

- 1) All areas at grade are expected to be suitable for their intended uses throughout the year. This includes all building access points, nearby sidewalks, transit stops, the interior courtyard, and the covered passageway between the courtyard and Wellington Street West.

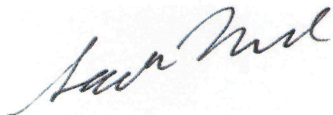


- 2) Conditions on the amenity terrace at the Mechanical Penthouse Level are expected to be mostly suitable for sitting at least 80% of the time during the summer, although a small area near the southeast corner of the terrace is predicted to achieve the sitting comfort class at least 75% of the time. We recommend that the noted conditions be considered acceptable.
- 3) Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas surrounding the subject site at grade level were found to experience conditions that could be considered uncomfortable or dangerous.
- 4) 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.

This concludes our PLW study and report. Please advise the undersigned of any questions or comments.

Sincerely,

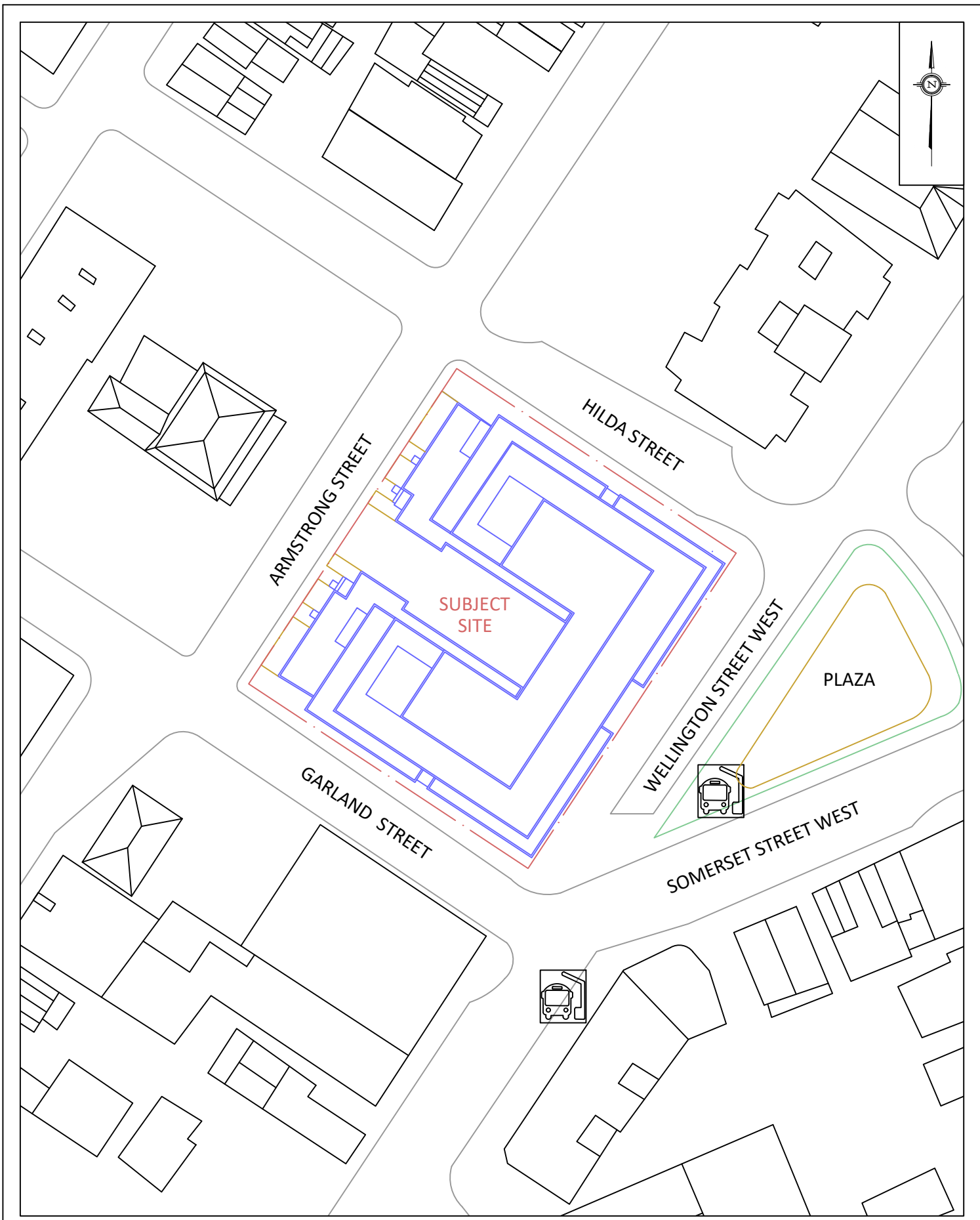
**Gradient Wind Engineering Inc.**



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Wind Scientist



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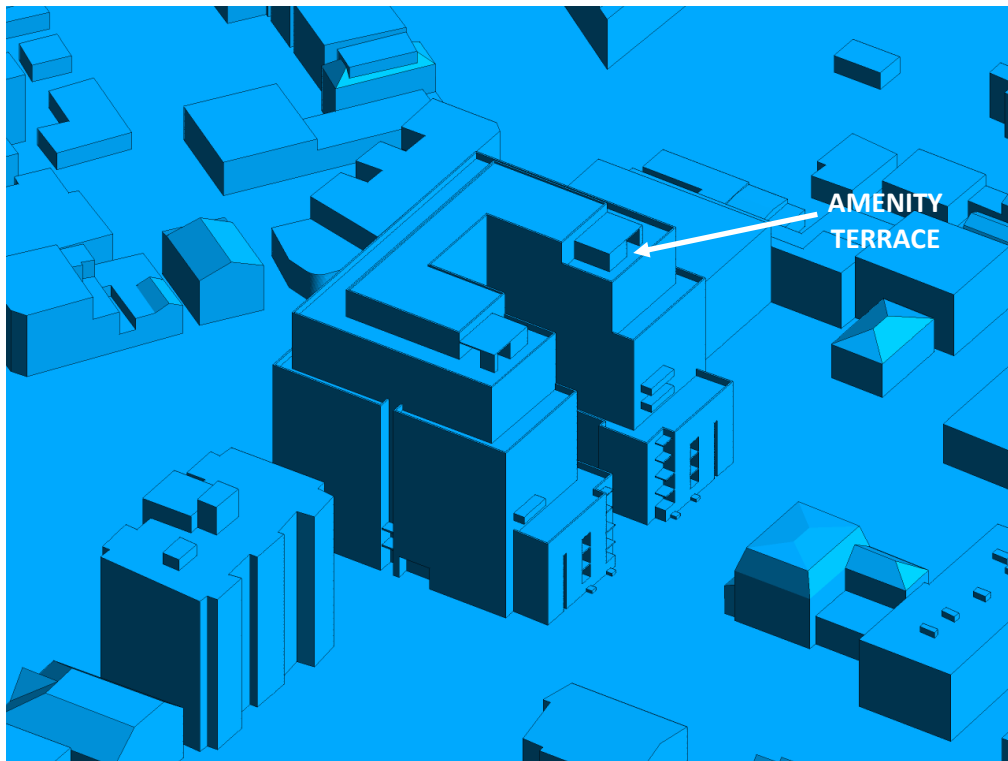


<b>GRADIENTWIND</b> ENGINEERS & SCIENTISTS 127 WALGREEN ROAD, OTTAWA, ON 613 836 0934 • GRADIENTWIND.COM	PROJECT	979 WELLINGTON STREET WEST, OTTAWA PEDESTRIAN LEVEL WIND STUDY		DESCRIPTION	FIGURE 1: SITE PLAN AND SURROUNDING CONTEXT
	SCALE	1:750	DRAWING NO.	20-211-PLW-1	
	DATE	APRIL 5, 2021	DRAWN BY	N.M.P.	



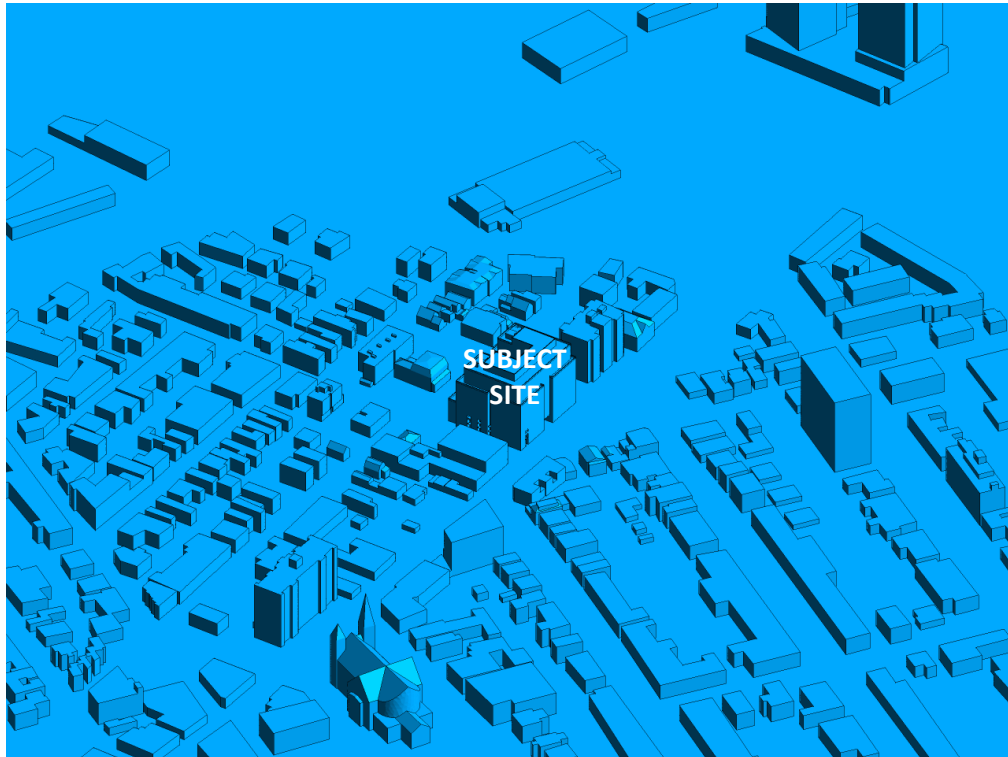


**FIGURE 2A: COMPUTATIONAL MODEL, NORTH PERSPECTIVE**

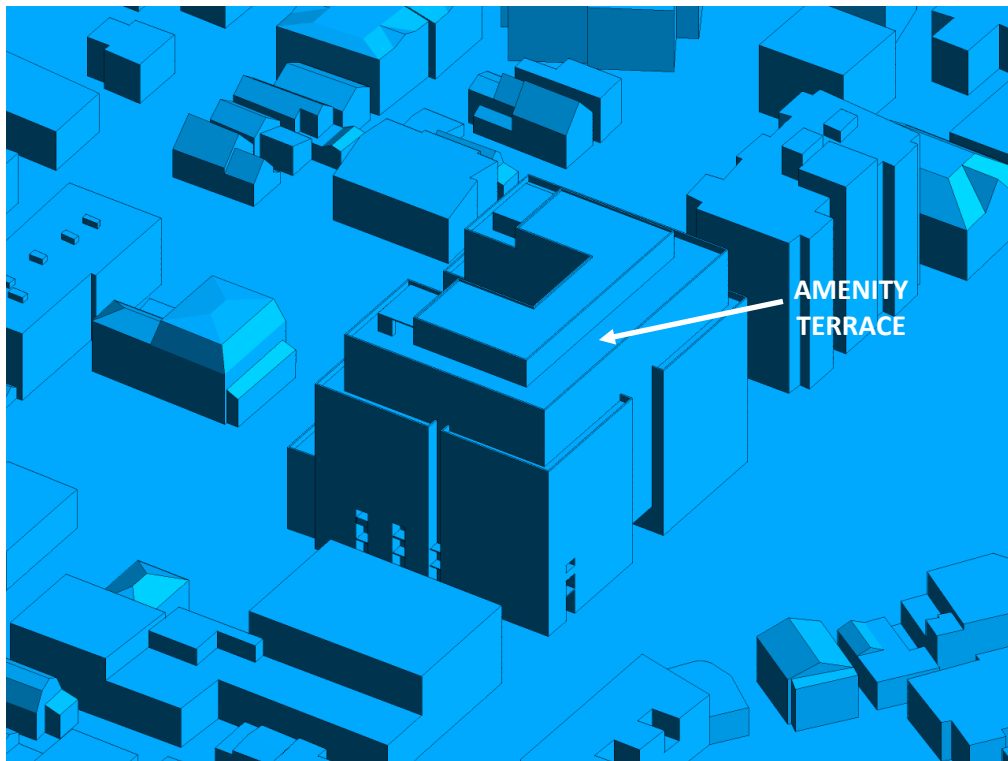


**FIGURE 2B: CLOSE UP OF FIGURE 2A**





**FIGURE 2C: COMPUTATIONAL MODEL, SOUTH PERSPECTIVE**



**FIGURE 2D: CLOSE UP OF FIGURE 2C**





**FIGURE 3A: SPRING – WIND CONDITIONS AT GRADE LEVEL**



**FIGURE 3B: SUMMER – WIND CONDITIONS AT GRADE LEVEL**





FIGURE 3C: AUTUMN – WIND CONDITIONS AT GRADE LEVEL



FIGURE 3D: WINTER – WIND CONDITIONS AT GRADE LEVEL





**FIGURE 4A: SPRING – WIND COMFORT CONDITIONS, MPH LEVEL AMENITY TERRACE**



**FIGURE 4B: SUMMER – WIND COMFORT CONDITIONS, MPH LEVEL AMENITY TERRACE**



**FIGURE 4C: AUTUMN – WIND COMFORT CONDITIONS, MPH LEVEL AMENITY TERRACE**



**FIGURE 4D: WINTER – WIND COMFORT CONDITIONS, MPH LEVEL AMENITY TERRACE**



# 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  $\alpha$  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.

$\alpha$  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  $\alpha$  used in this study, while Table 2 presents several reference values of  $\alpha$ . When the upstream exposure of the far-field surroundings is a mixture of multiple types of terrain, the  $\alpha$  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 ( $\alpha$ )
0	0.23
49	0.22
74	0.22
103	0.23
167	0.23
197	0.23
217	0.22
237	0.22
262	0.23
282	0.23
302	0.23
324	0.23

**TABLE 2: DEFINITION OF UPSTREAM EXPOSURE (ALPHA VALUE)**

Upstream Exposure Type	Alpha Value ( $\alpha$ )
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  $\alpha$  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.
- [2] S. A. Hsu, E. A. Meindl and D. B. Gilhousen, "Determining the Power-Law Wind Profile Exponent under Near-neutral Stability Conditions at Sea," vol. 33, no. 6, 1994.
- [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.