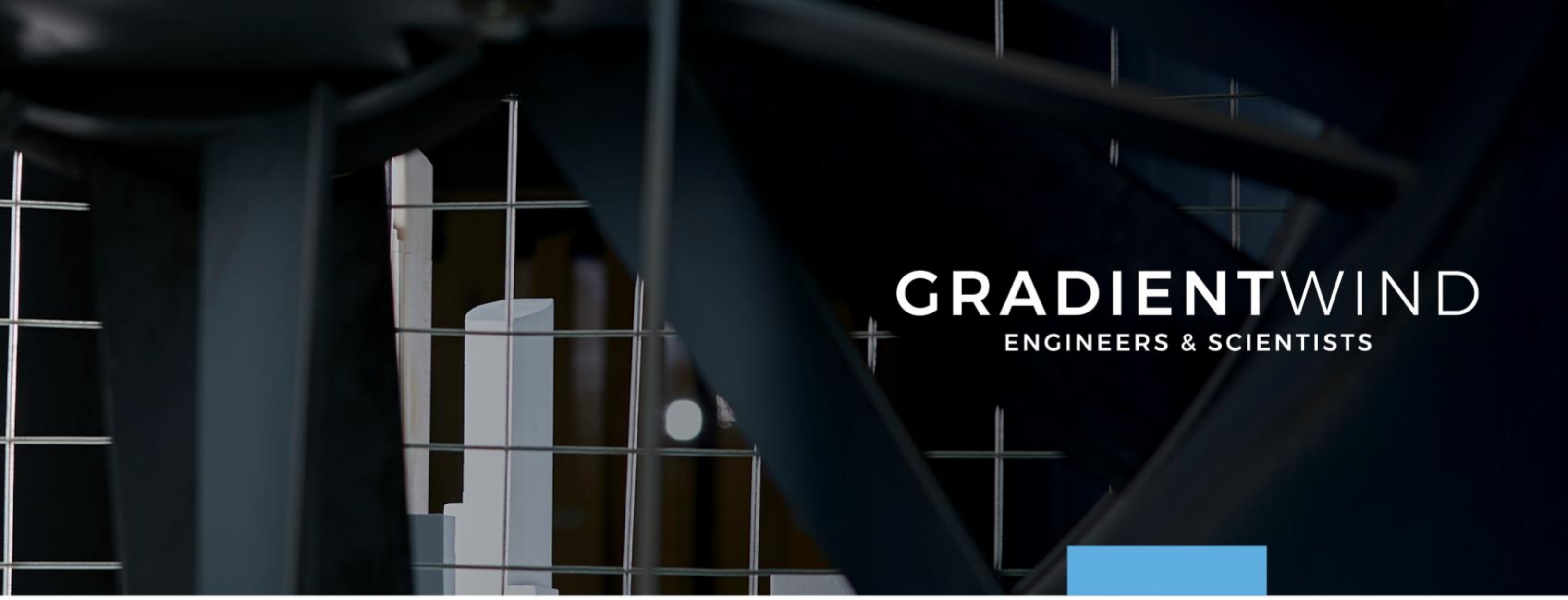
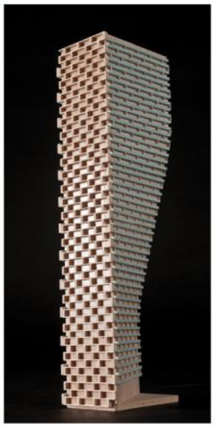
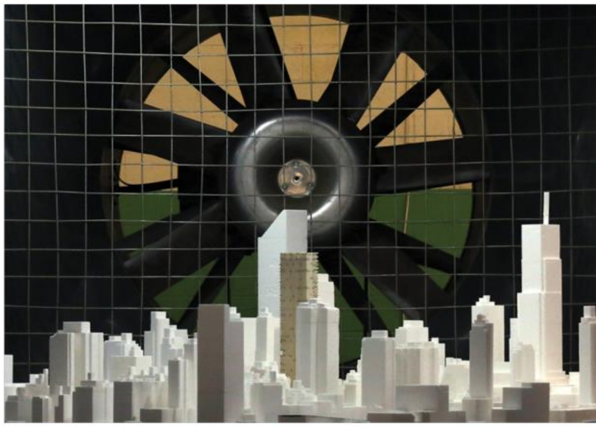


PEDESTRIAN LEVEL WIND STUDY

1300 McWatters Road
Ottawa, Ontario

Report: 21-155-PLW





May 20, 2021

PREPARED FOR
Homestead Land Holdings Limited
80 Johnson Street
Kingston, ON K7L 1X7

PREPARED BY
Sacha Ruzzante, MASc, Wind Scientist
Justin Ferraro, P.Eng., Principal

EXECUTIVE SUMMARY

This report describes a comparative pedestrian level wind (PLW) study to satisfy requirements for a Zoning By-law Amendment (ZBLA) application submission for the proposed residential development located at 1300 McWatters Road 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. A complete summary of the predicted wind conditions is provided in Section 5 and illustrated in Figures 3A-8B, and is summarized as follows:

1) Following the introduction of the proposed development, all grade-level areas within and surrounding the subject site are predicted to continue to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. While the introduction of the proposed development is predicted to increase wind speeds in some areas, conditions over the surrounding sidewalks, within the landscaped areas throughout the subject site, and in the vicinity of all primary building entrances within and surrounding the subject site, are predicted to be acceptable for the intended uses on a seasonal basis.

2) Depending on the programming and intended uses of the roof deck amenity terraces at the MPH Level, mitigation measures may be required to achieve conditions suitable for sitting on part, or all, of the roof deck areas at least 80% of the time during the typical use period (defined as May to October, inclusive).

    a. Most of the North Terrace is predicted to be suitable for sitting at least 75% of the time during the typical use period, although part of the eastern side is predicted to achieve the sitting comfort class between 70% and 75% of the time. The eastern and western extents of the terrace are predicted to be somewhat windier.

b. Most of the South Terrace is predicted to achieve the sitting comfort class at least 65% of the time during the typical use period.

c. Mitigation could include tall solid wind barriers along the perimeter of the terrace, typically glazed, in place of standard-height guardrails, and/or wind barriers inboard of the perimeter. Mitigation will be explored and confirmed with the design team for the future Site Plan Control application using the same methodology as the present study.

3) 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 at grade or on the amenity terraces. 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.

TABLE OF CONTENTS

1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Homestead Land Holdings Limited to undertake a comparative pedestrian level wind (PLW) study to satisfy requirements for a Zoning By-law Amendment (ZBLA) application submission for the proposed residential development located at 1300 McWatters Road 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 2021, surrounding street layouts and existing and approved future building massing information obtained from the City of Ottawa, recent satellite imagery, and experience with numerous similar developments.

2. TERMS OF REFERENCE

The subject site is located at 1300 McWatters Road in Ottawa, on a parcel of land situated at the southeast corner of the intersection of Greenbank Road and Lisa Avenue. Existing 20- and 17-storey residential buildings are located to the east and south of the proposed development, respectively.

Architectural Rendering, Southwest Perspective
(Courtesy of Roderick Lahey Architect Inc.)

The proposed development comprises a 25-storey residential building with a roughly rectangular floorplan. At Level 1, the floorplan includes amenity space at the south, residential units at the north, and lobby space on the east side. The primary entrance is located towards the north end of the east elevation. An amenity entrance is located at the southeast corner. Levels 2 and above comprise residential units. The building steps back from the south elevation at Level 3 and from the north elevation at Level 4, and the building rises with a mostly consistent floorplan from Level 4 to Level 24. At Level 25 (the Mechanical Penthouse Level) the building steps back from the south and north elevations. An indoor amenity is provided on the western half of the floorplan, while the roof decks at the north and south will serve outdoor amenities.

The subject site is surrounded in the near field (within a radius of 200 m) by low-rise buildings from the west clockwise to the northeast and several high-rise buildings from the east clockwise to the west. At greater distances (i.e., within a radius of 2 kilometers (km) beyond the near field), a mix of low-rise buildings and isolated taller buildings create suburban exposures for most wind directions. Figure 1A illustrates the subject site and surrounding context, representing the proposed future massing scenario, while Figure 1B illustrates the site plan for the approved massing scenario (commonly referred to as 'existing'). Figures 2A-2F illustrate the computational models used to conduct the comparative study.

3. OBJECTIVES

The principal objectives of this study are to (i) determine comparative pedestrian level wind comfort and safety conditions at key areas within and surrounding the subject 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 subject 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[1]. The following sections describe the analysis procedures, including a discussion of the noted pedestrian wind criteria.

[1] City of Ottawa Terms of References: Wind Analysis
https://documents.ottawa.ca/sites/default/files/torwindanalysis_en.pdf

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 subject 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 proposed 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.

4.2 Wind Speed Measurements

The PLW analysis was performed by simulating wind flows and gathering velocity data over a CFD model of the subject 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.

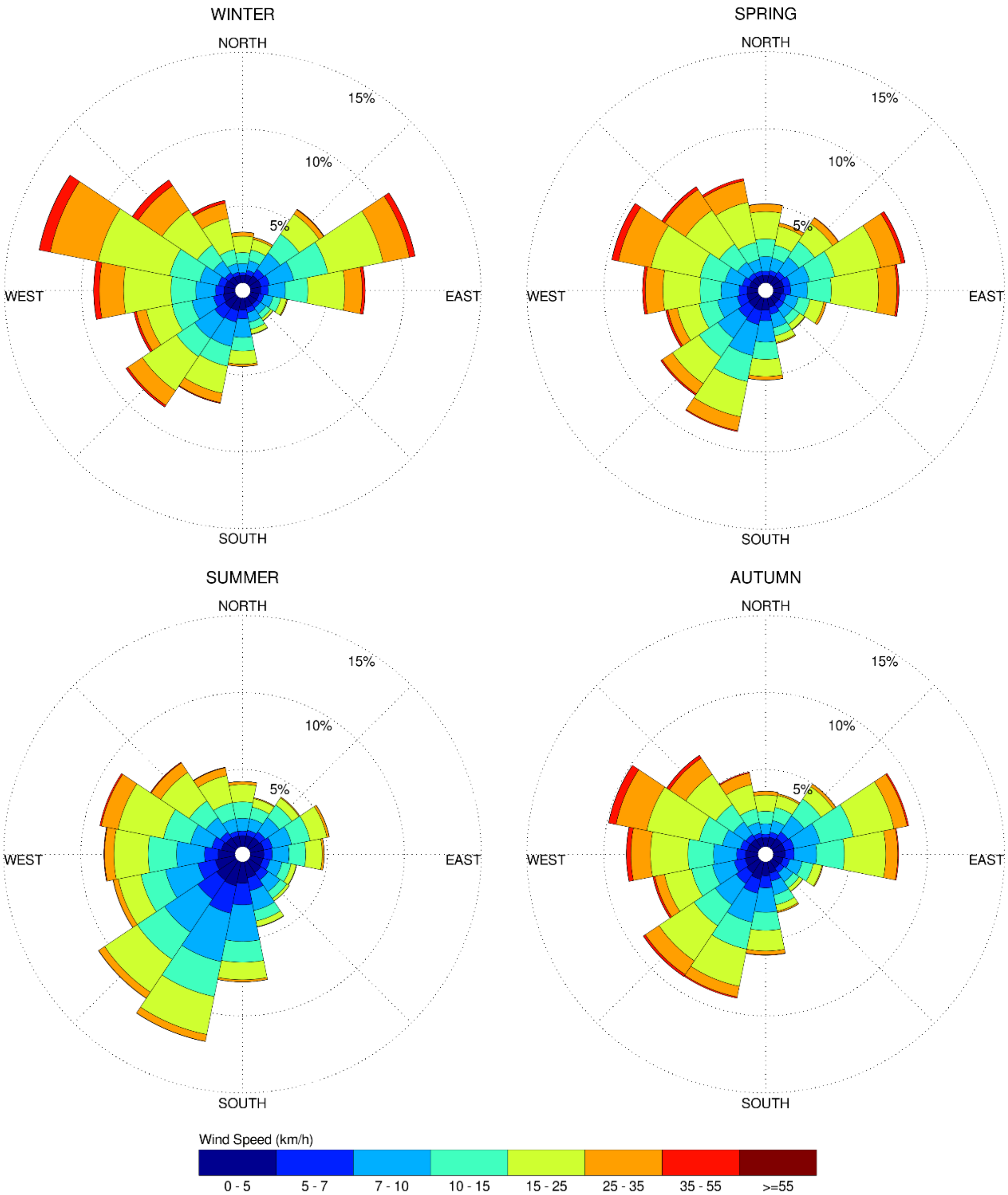
Mean and peak wind speed data obtained over the subject site for each wind direction were interpolated to 36 wind directions at 10° intervals, representing the full compass azimuth. Measured wind speeds approximately 1.5 m above local grade and above the elevated amenity terraces were referenced to the wind speed at gradient height to generate mean and peak velocity ratios, which were used to calculate full-scale values. 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 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 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 subject 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 the predicted pedestrian wind conditions for the subject site is accompanied by Figures 3A-6B, which illustrate seasonal wind conditions at grade level for the proposed and approved (existing) massing scenarios, and Figures 7A-7D, which illustrate seasonal wind conditions over the amenity terrace at the MPH Level. 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 green, standing by yellow, and walking by blue; uncomfortable conditions are represented by the colour magenta.

Wind conditions over the MPH Level amenity terraces are also reported for the typical use period, which is defined as May to October, inclusive. Figure 8A illustrates wind comfort conditions during this period, consistent with the comfort classes in Section 4.4, while Figure 8B illustrates contours indicating the percentage of time the roof area is 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

Greenbank Road Sidewalk: Following the introduction of the proposed development, the public sidewalks along Greenbank Road are predicted to be mostly suitable for standing during the summer and suitable for a mix of standing and strolling during the remaining colder seasons. Prior to the introduction of the proposed development, wind conditions along the Greenbank Road public sidewalks are estimated to be suitable for a mix of sitting and standing during the summer season and mostly suitable for standing during the remaining colder seasons.

Although the introduction of the proposed development is expected to generally increase wind speeds in this area, the noted conditions under both massing scenarios are considered acceptable with respect to the pedestrian wind comfort criteria.

Lisa Avenue Sidewalk: Following the introduction of the proposed development, the public sidewalks along Lisa Avenue, to the north of the subject site, are predicted to be suitable for sitting during the summer and mostly suitable for standing during the remaining colder seasons. Prior to the introduction of the proposed development, wind conditions along the sidewalks are estimated to be suitable for a mix of sitting and standing during the summer, suitable for a mix of standing and strolling during the spring and autumn, and suitable for walking or better during the winter.

The introduction of the proposed development is expected to generally reduce wind speeds along the Lisa Avenue sidewalks. Nevertheless, the noted conditions under both massing scenarios are considered acceptable with respect to the pedestrian wind comfort criteria.

Landscaped Areas Surrounding Proposed Development: Following the introduction of the proposed development, the property grounds, which include soft and hard landscaping, are predicted to be suitable for a mix of sitting and standing during the summer season, suitable for strolling or better during the autumn season, and suitable for walking or better during the spring and winter seasons. Wind conditions within the property prior to the introduction of the proposed development are predicted to be similar, or slightly calmer than those with the proposed development present. The predicted conditions under both massing scenarios are considered acceptable with respect to the pedestrian wind comfort criteria.

Building Entrances: Wind conditions in the vicinity of all primary entrances within and surrounding the proposed development are predicted to be suitable for standing or better throughout the year, under both massing scenarios. These conditions are considered acceptable with respect to the pedestrian wind comfort criteria.

5.2 Wind Comfort Conditions – Common Amenity Terraces

The proposed development includes common amenity terraces at the north and south of the Mechanical Penthouse Level. Wind conditions are described as follows:

The North Terrace is predicted to be suitable for a mix of sitting and standing during the summer, mostly suitable for standing during the autumn, and mostly suitable for strolling during the winter and spring seasons. In addition, Figure 8B shows that most of the terrace is predicted to be suitable for sitting at least 75% of the time during the typical use period, although part of the eastern side is predicted to achieve the sitting comfort class between 70% and 75% of the time. The eastern and western extents of the terrace are predicted to be somewhat windier.

The south terrace is predicted to be mostly suitable for sitting during the summer season and mostly suitable for strolling during the remaining colder seasons. In addition, Figure 8B illustrates that most of the terrace is predicted to achieve the sitting comfort class at least 65% of the time during the typical use period. Wind speeds on the terrace are predicted to be elevated during periods of strong wind activity from the northeast and southwest.

Depending on the programming and intended uses of the amenity terraces, mitigation may be required to provide calmer conditions on part, or all, of the terraces. Mitigation could include tall solid wind barriers along the perimeter of the terrace, typically glazed, in place of standard-height guardrails, and/or wind barriers inboard of the perimeter. Mitigation will be explored and confirmed with the design team for the future Site Plan Control application using the same methodology as the present study.

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, including areas at grade and on the MPH Level amenity terraces, 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. 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 conditions is provided in Section 5 of this report 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) Following the introduction of the proposed development, all grade-level areas within and surrounding the subject site are predicted to continue to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. While the introduction of the proposed development is predicted to increase wind speeds in some areas, conditions over the surrounding sidewalks, within the landscaped areas throughout the subject site, and in the vicinity of all primary building entrances within and surrounding the subject site, are predicted to be acceptable for the intended uses on a seasonal basis without mitigation.

2) Depending on the programming and intended uses of the roof deck amenity terraces at the MPH Level, mitigation measures may be required to achieve conditions suitable for sitting on part, or all, of the roof deck areas at least 80% of the time during the typical use period (defined as May to October, inclusive).

    a. Most of the North Terrace is predicted to be suitable for sitting at least 75% of the time during the typical use period, although part of the eastern side is predicted to achieve the sitting comfort class between 70% and 75% of the time. The eastern and western extents of the terrace are predicted to be somewhat windier.

    b. Most of the South Terrace is predicted to achieve the sitting comfort class at least 65% of the time during the typical use period.

    c. Mitigation could include tall solid wind barriers along the perimeter of the terrace, typically glazed, in place of standard-height guardrails, and/or wind barriers inboard of the perimeter. Mitigation will be explored and confirmed with the design team for the future Site Plan Control application using the same methodology as the present study.

3) 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 at grade or on the amenity terraces. 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.

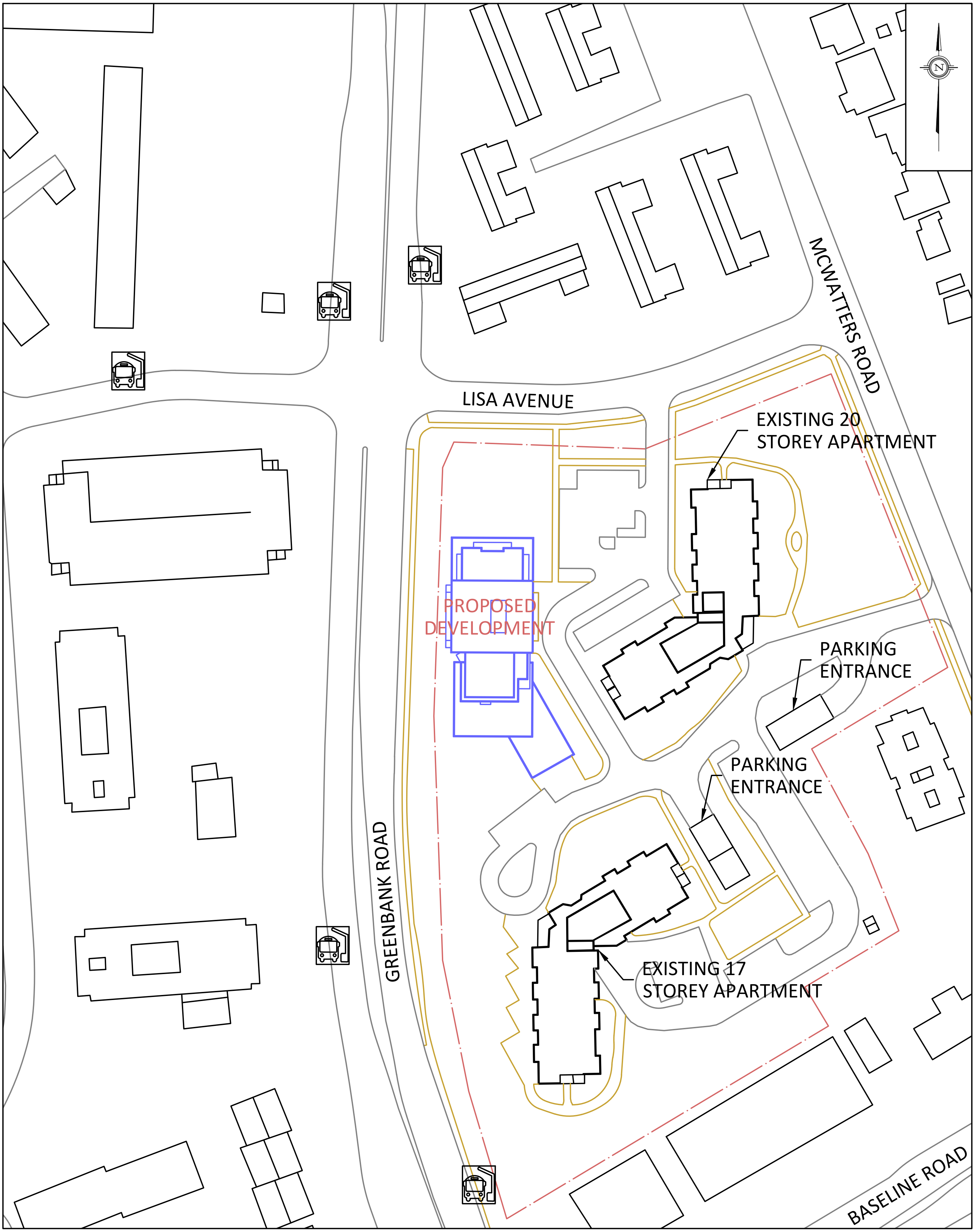
Sincerely,

Gradient Wind Engineering Inc.

LICENSED PROFESSIONAL ENGINEER
J. D. FERRARO
100158495
May 20, 2021
PROVINCE OF ONTARIO

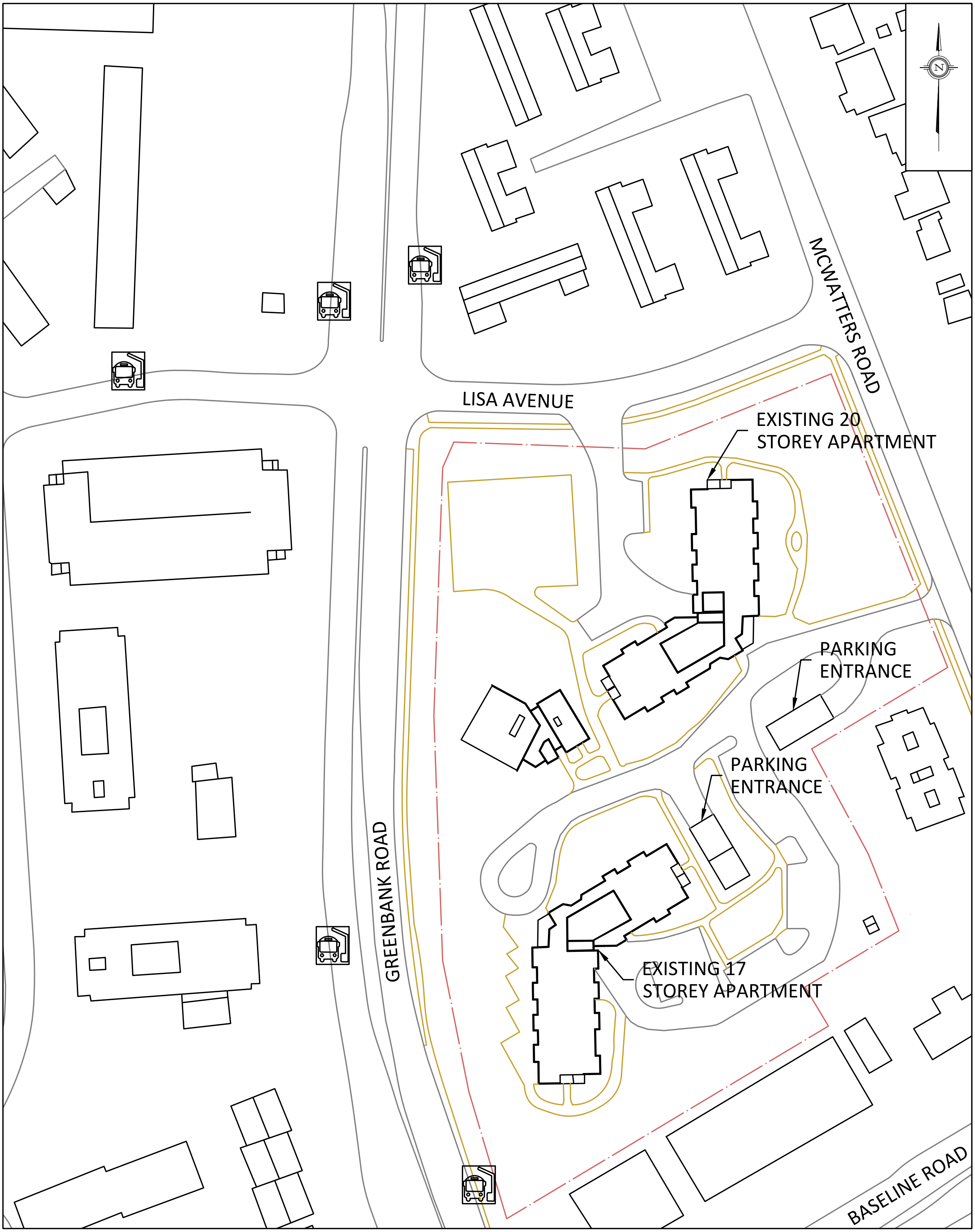
Sacha Ruzzante, MASc
Wind Scientist

Justin Ferraro, P.Eng.
Principal



GRADIENTWIND
ENGINEERS & SCIENTISTS
127 WALGREEN ROAD, OTTAWA, ON
613 836 0934 • GRADIENTWIND.COM

PROJECT		DESCRIPTION
1300 MCWATTERS ROAD, OTTAWA PEDESTRIAN LEVEL WIND STUDY		FIGURE 1A: PROPOSED MASSING SCENARIO SITE PLAN AND SURROUNDING CONTEXT
SCALE: 1:1500	DRAWING NO.: 21-155-PLW-1A	
DATE: MAY 20, 2021	DRAWN BY: N.M.P.	



GRADIENTWIND ENGINEERS & SCIENTISTS 127 WALGREEN ROAD, OTTAWA, ON 613 836 0934 • GRADIENTWIND.COM	PROJECT: 1300 MCWATTERS ROAD, OTTAWA PEDESTRIAN LEVEL WIND STUDY		DESCRIPTION: FIGURE 1B: APPROVED MASSING SCENARIO SITE PLAN AND SURROUNDING CONTEXT
	SCALE: 1:1500	DRAWING NO.: 21-155-PLW-1B	
	DATE: MAY 20, 2021	DRAWN BY: N.M.P.	

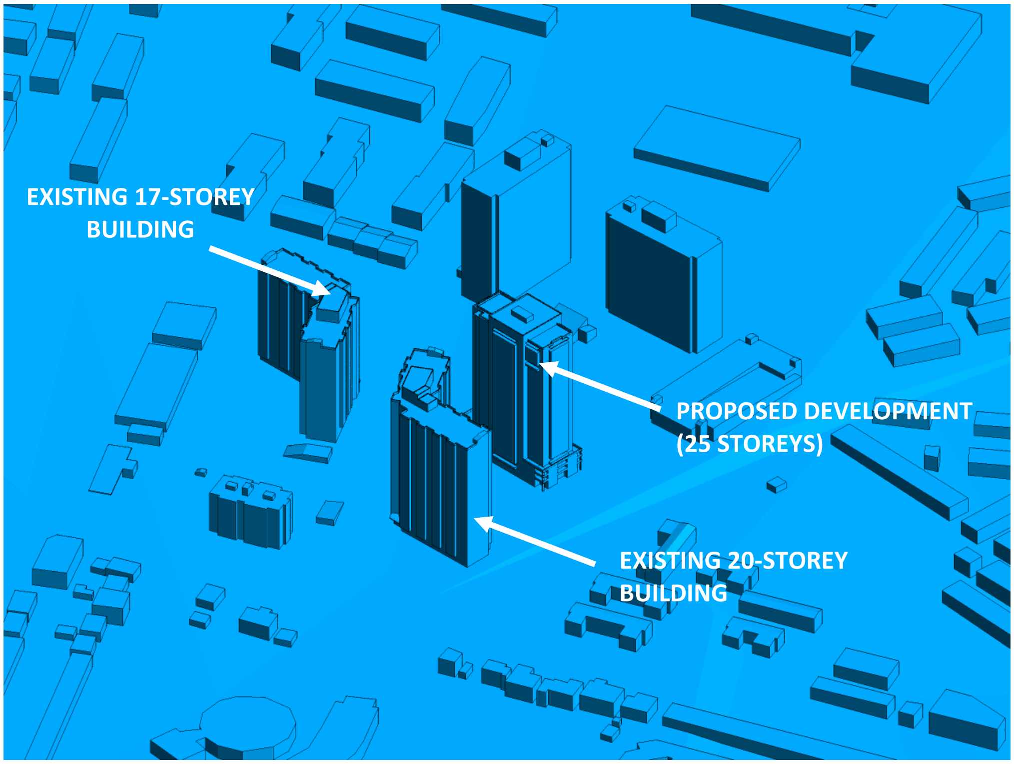


FIGURE 2A: COMPUTATIONAL MODEL, PROPOSED MASSING, NORTHEAST PERSPECTIVE

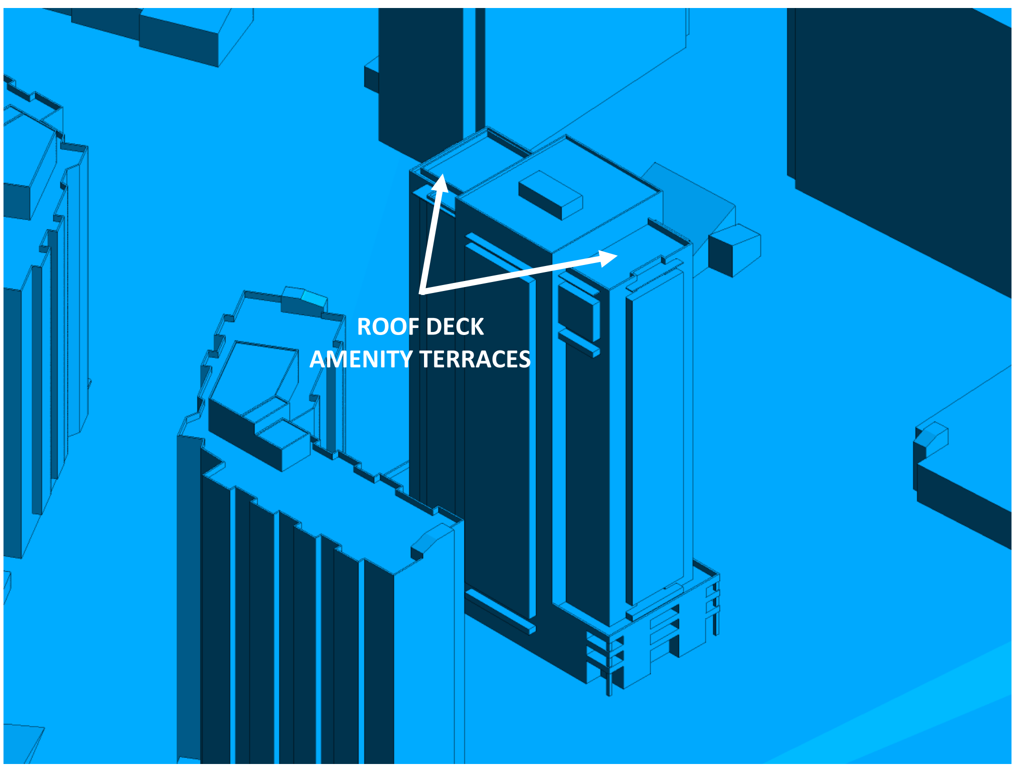


FIGURE 2B: CLOSE-UP VIEW OF FIGURE 2A

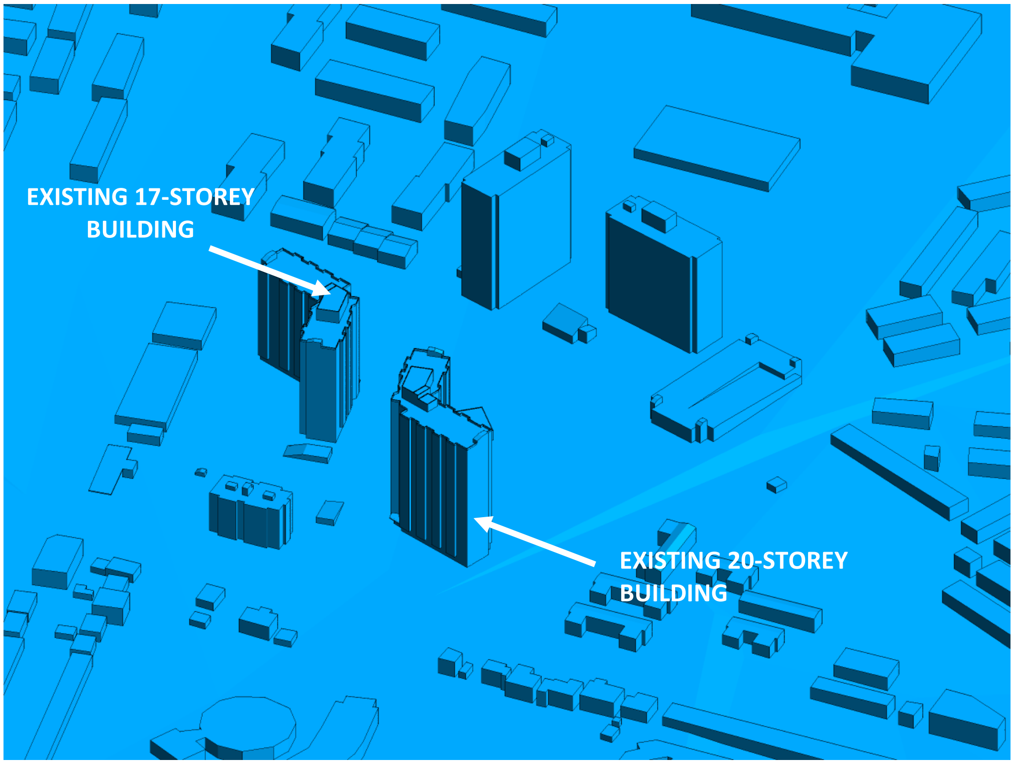


FIGURE 2C: COMPUTATIONAL MODEL, APPROVED MASSING, NORTHEAST PERSPECTIVE

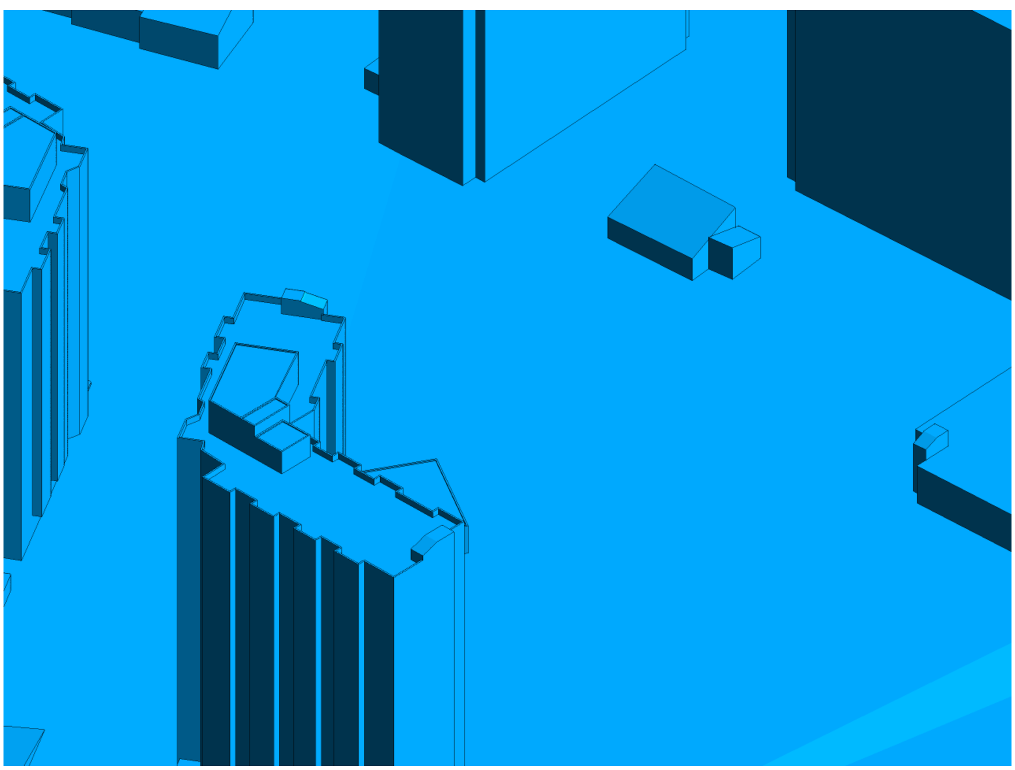


FIGURE 2D: CLOSE-UP VIEW OF FIGURE 2C

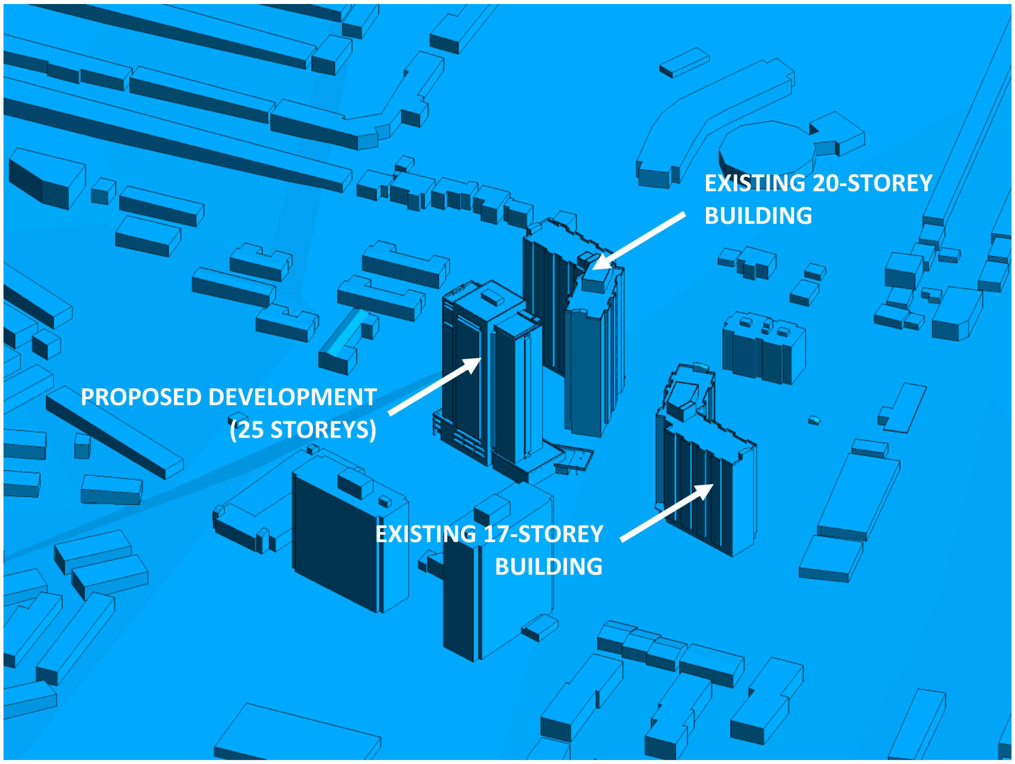


FIGURE 2E: COMPUTATIONAL MODEL, PROPOSED MASSING, SOUTHWEST PERSPECTIVE

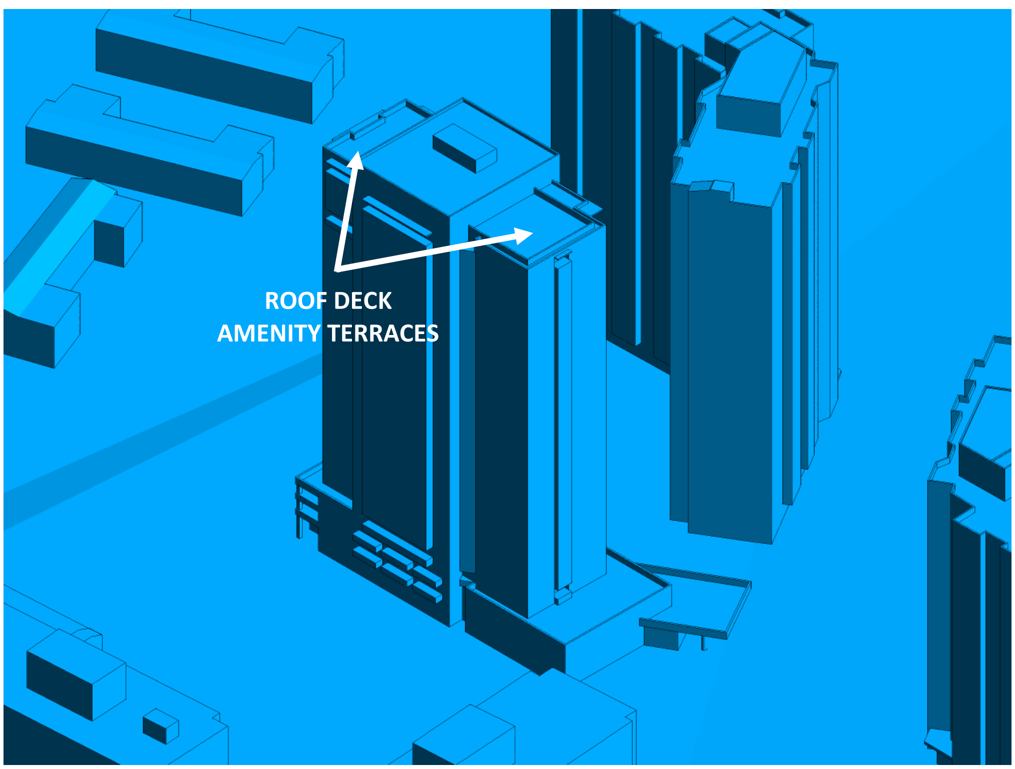


FIGURE 2F: CLOSE-UP VIEW OF FIGURE 2E

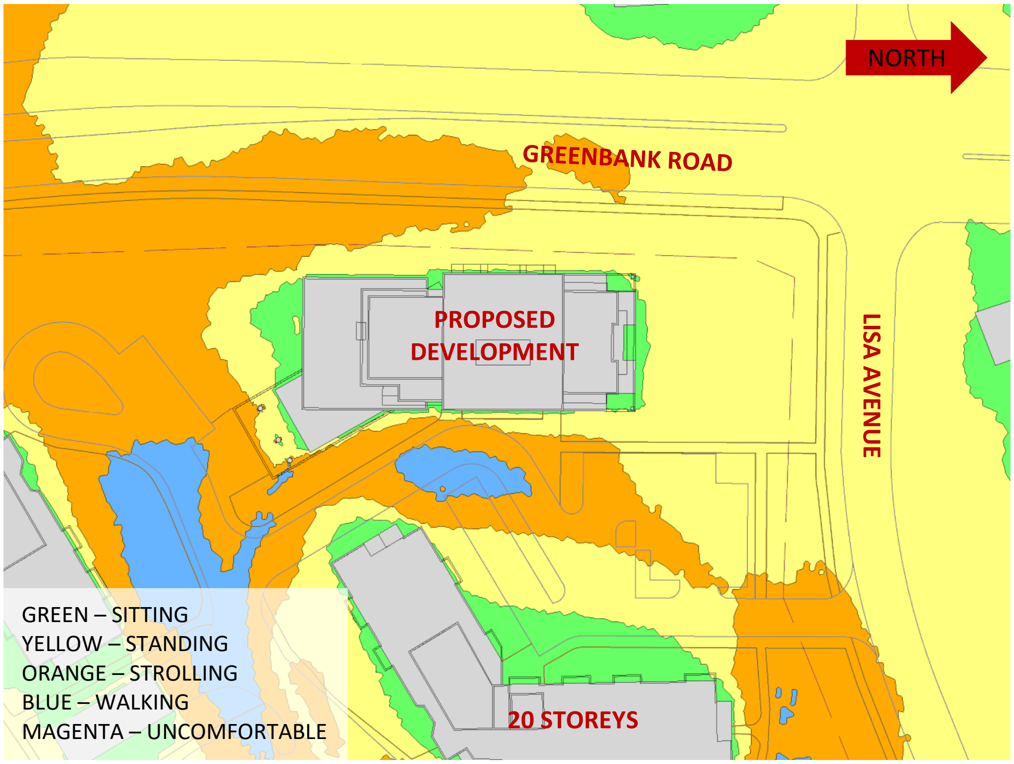


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

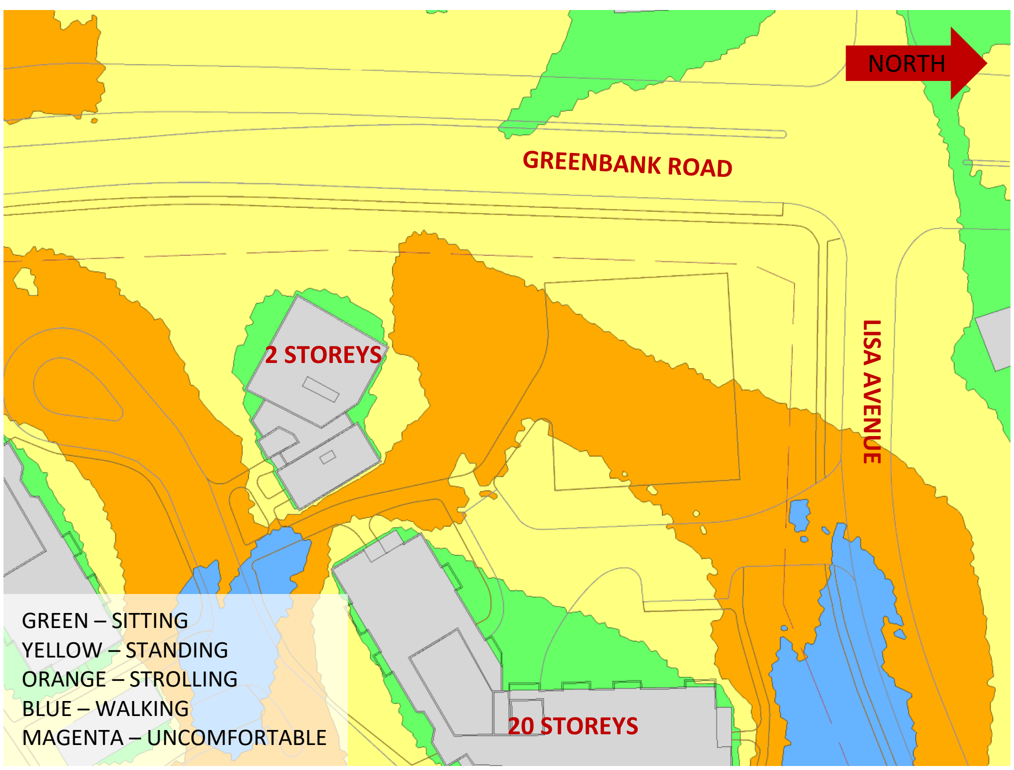


FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL – APPROVED MASSING

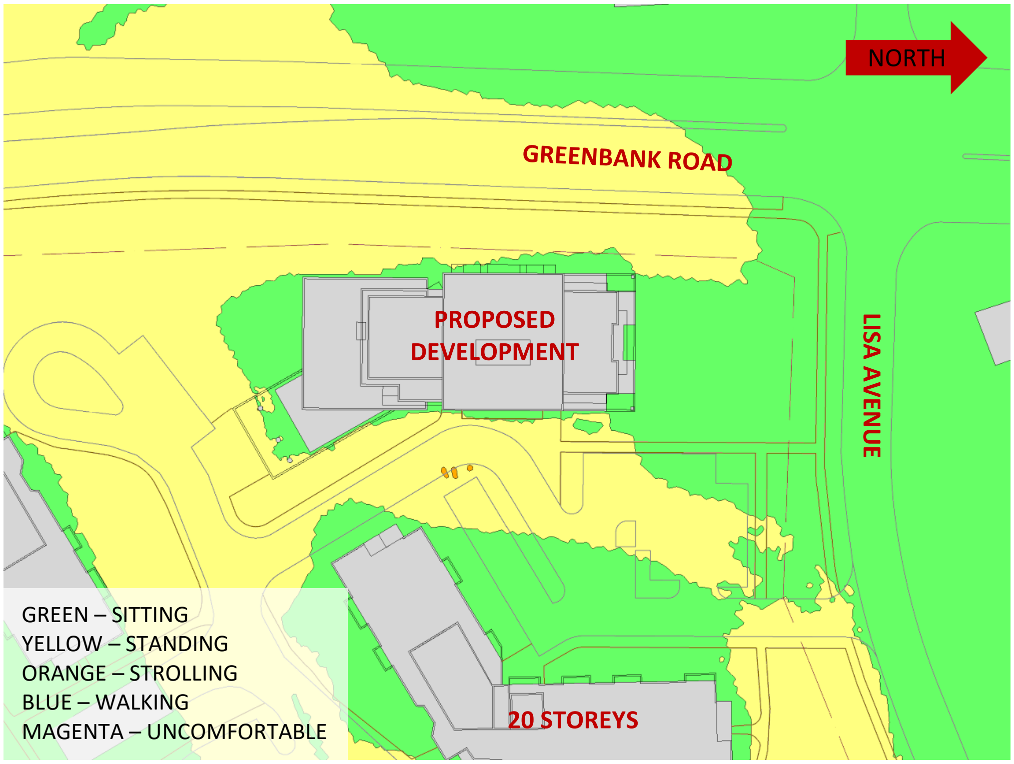


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

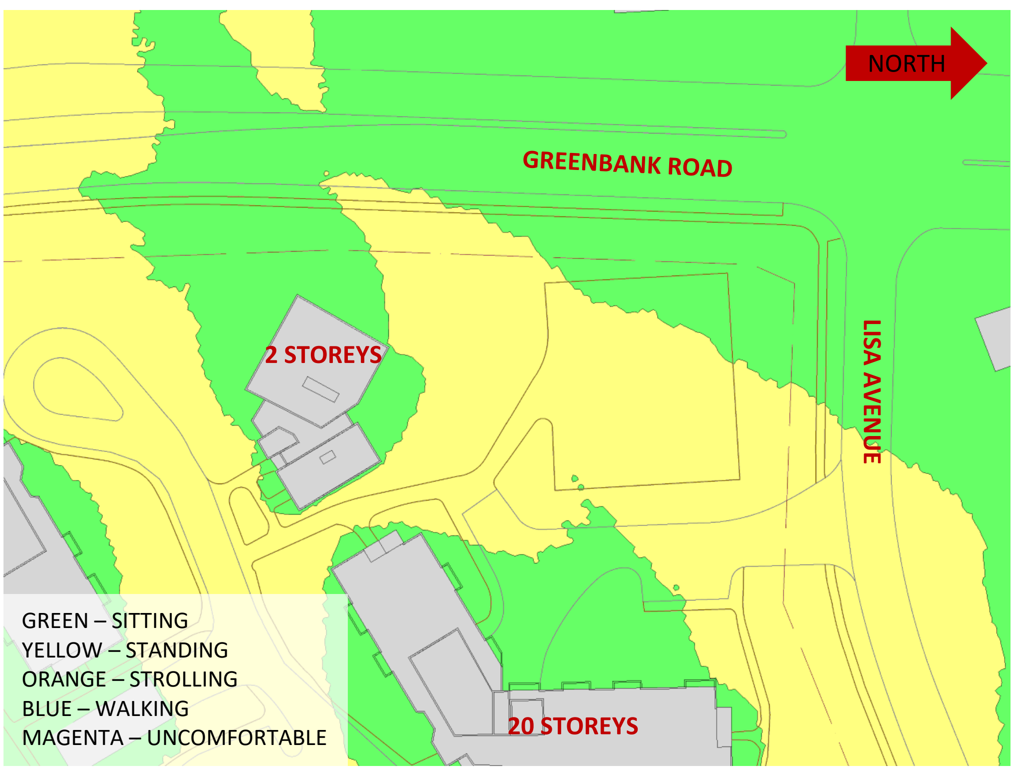


FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL – APPROVED MASSING

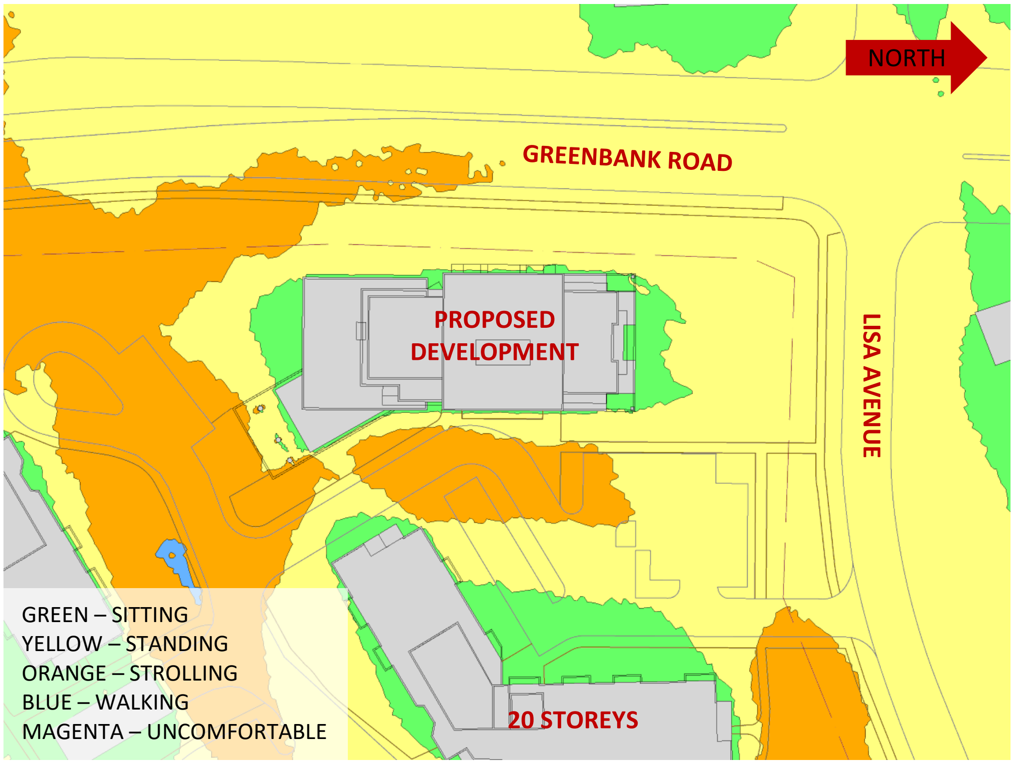


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

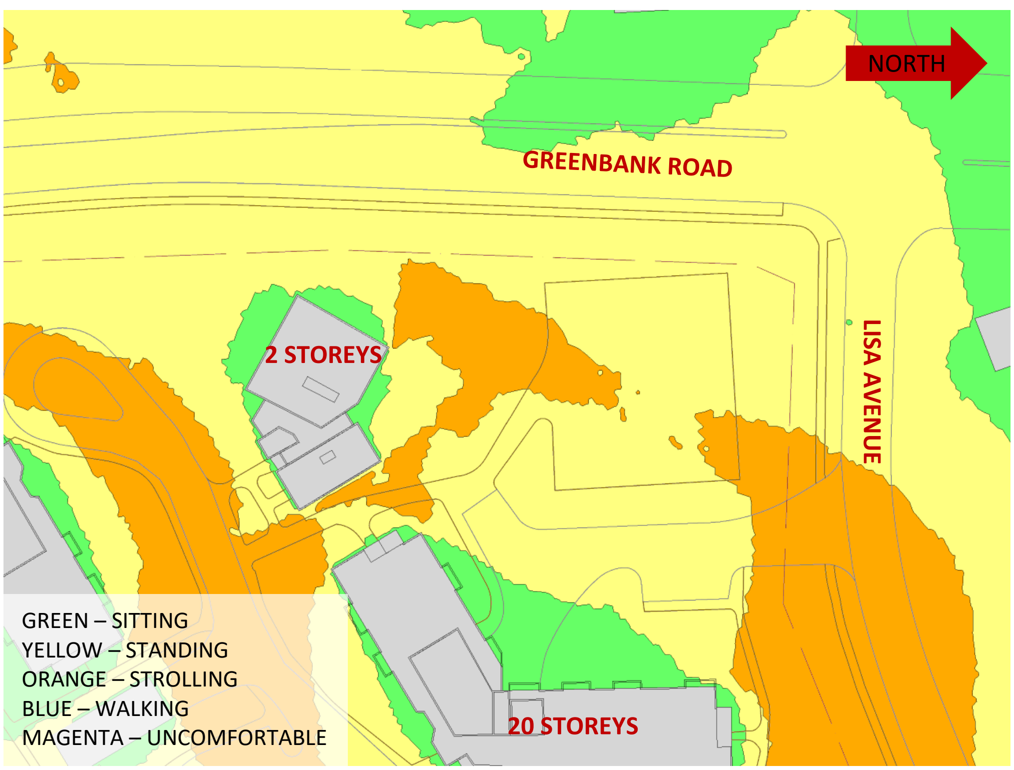


FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL – APPROVED MASSING

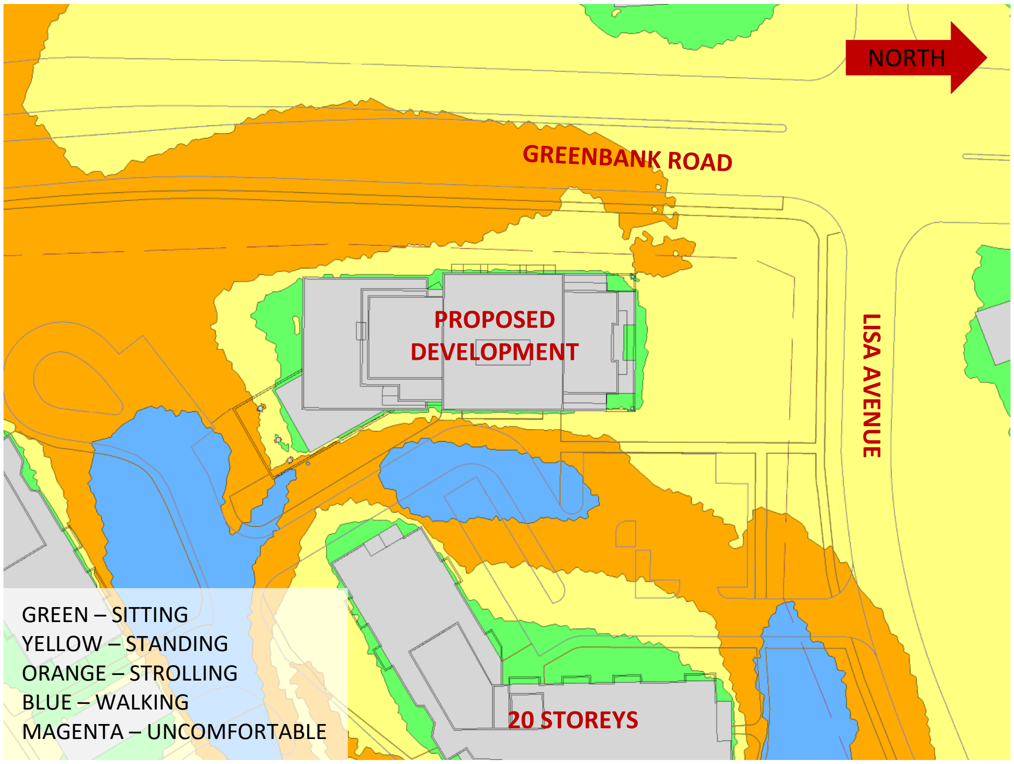


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

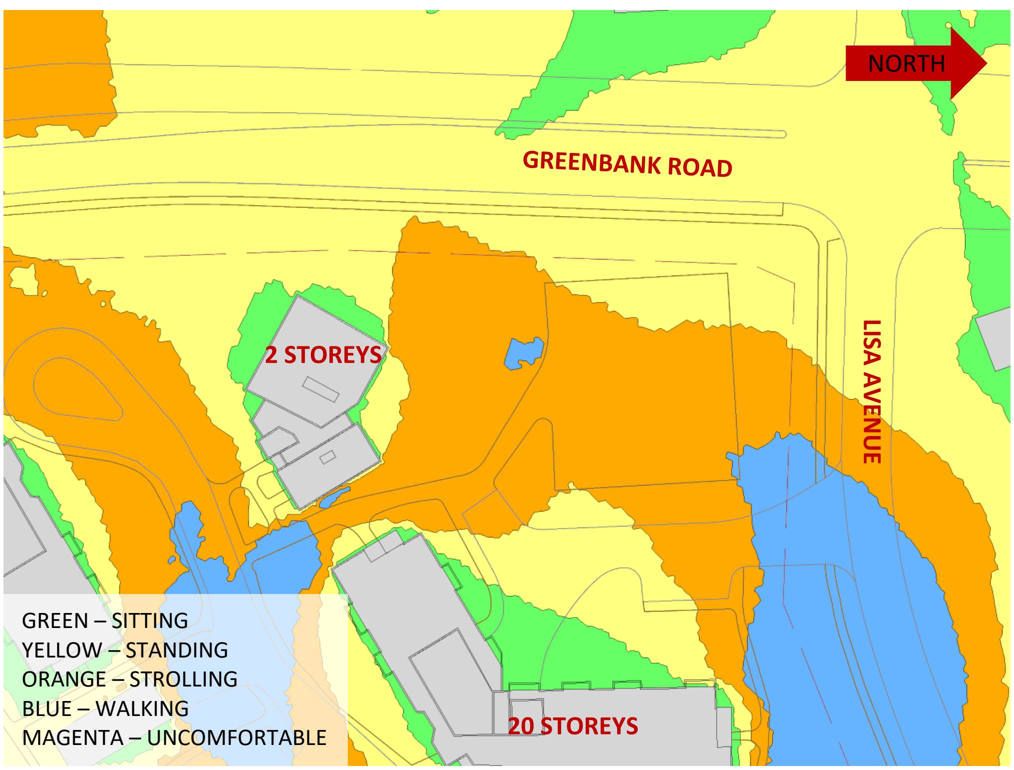


FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL – APPROVED MASSING

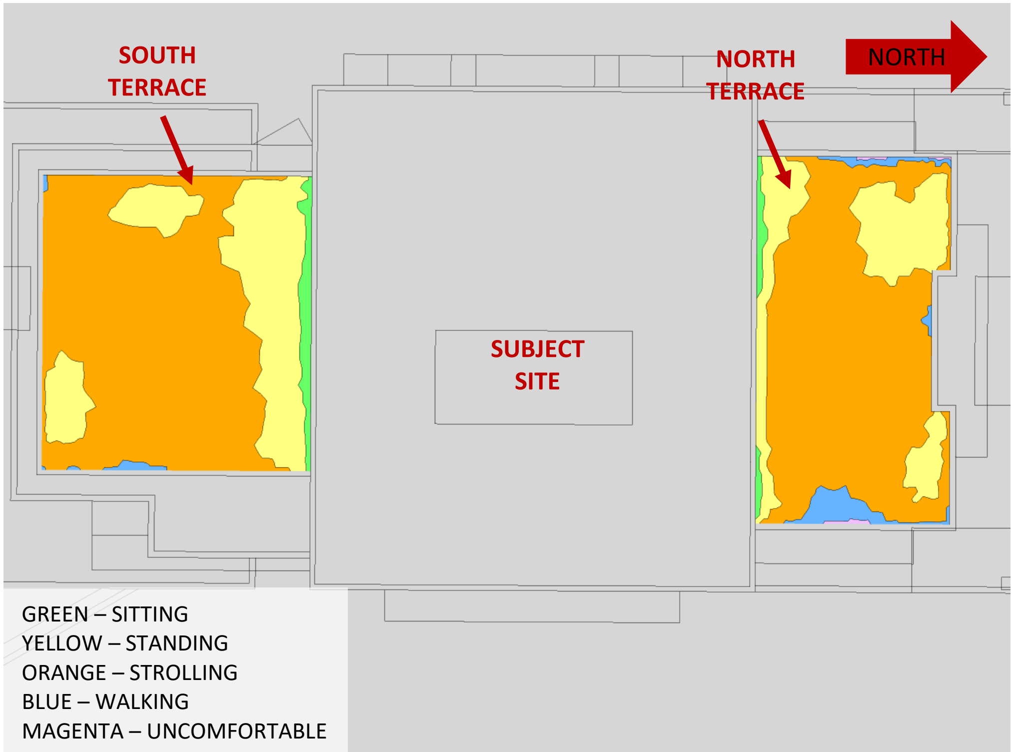


FIGURE 7A: SPRING – WIND COMFORT, MPH LEVEL AMENITY TERRACES

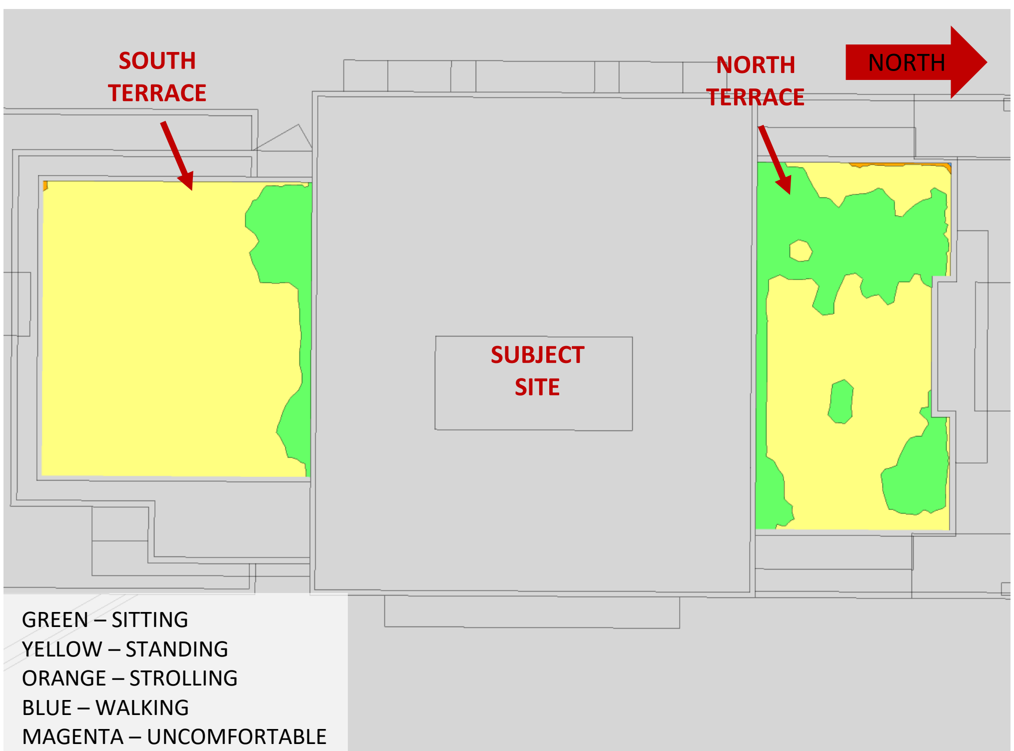


FIGURE 7B: SUMMER – WIND COMFORT, MPH LEVEL AMENITY TERRACE

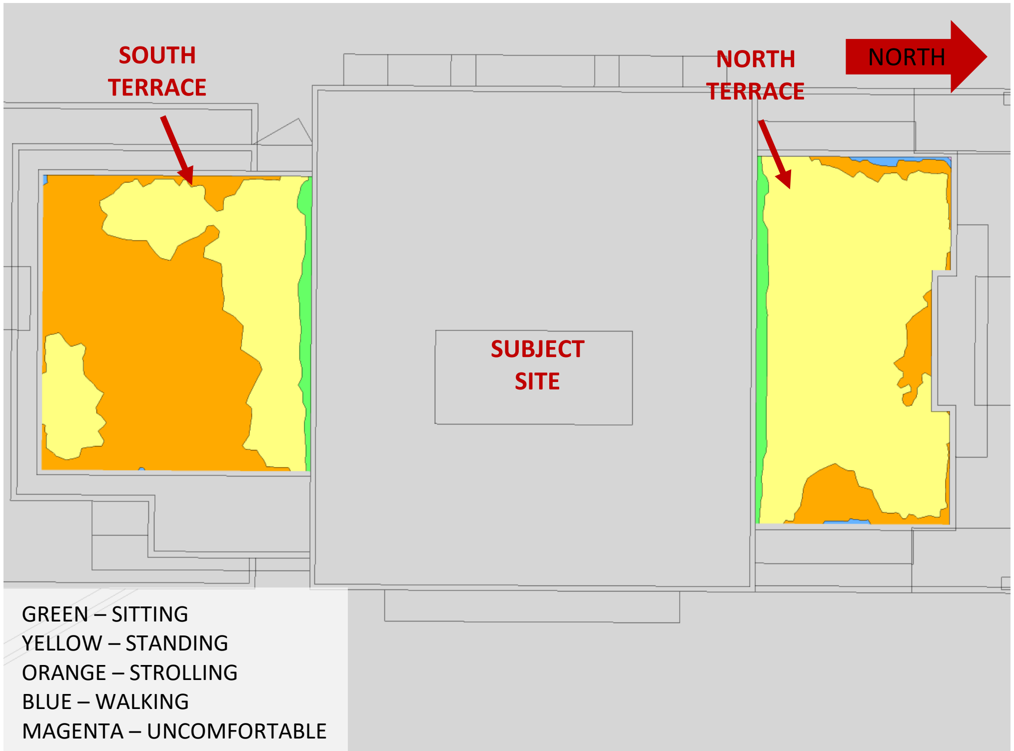


FIGURE 7C: AUTUMN – WIND COMFORT, MPH LEVEL AMENITY TERRACE

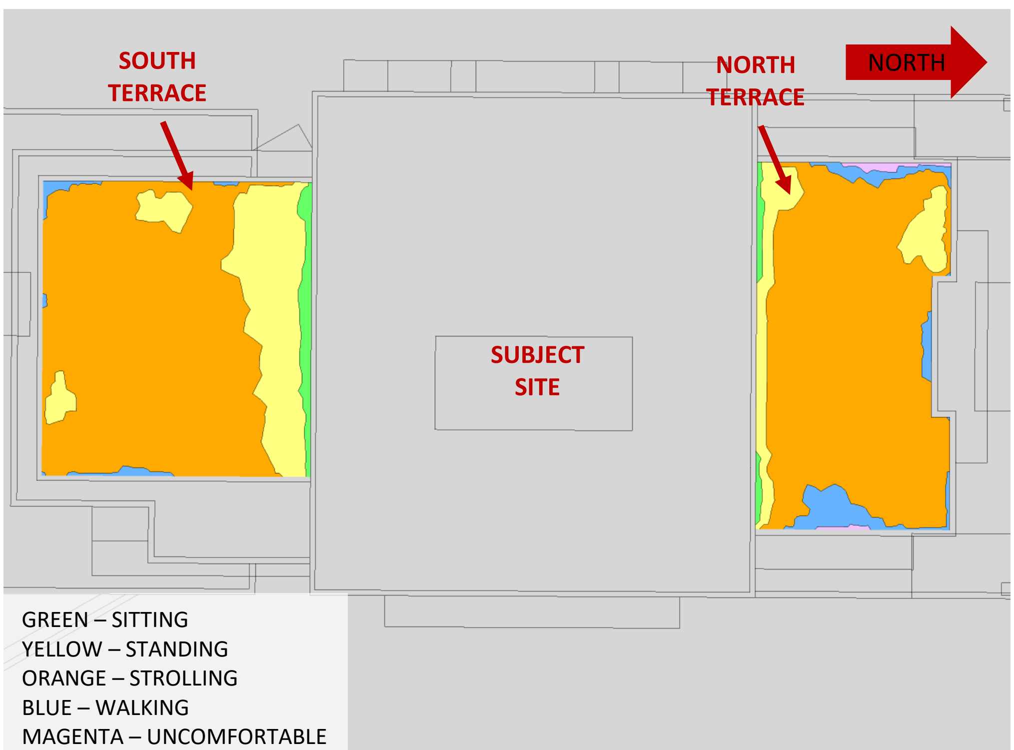


FIGURE 7D: WINTER – WIND COMFORT, MPH LEVEL AMENITY TERRACE

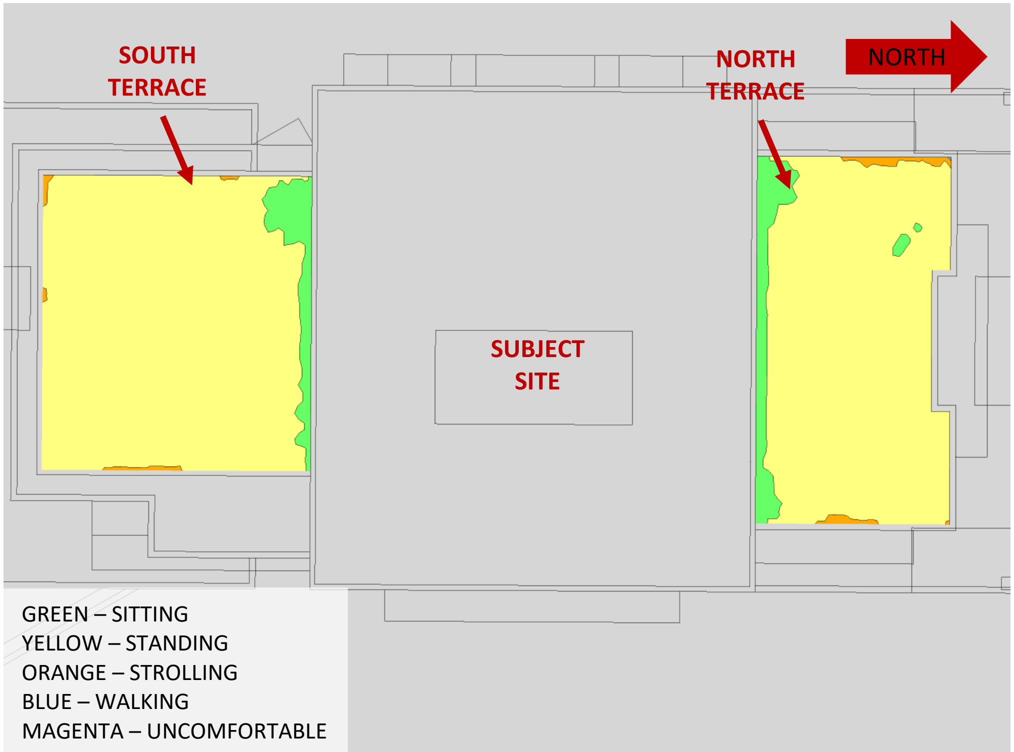


FIGURE 8A: TYPICAL USE PERIOD (MAY-OCTOBER) – WIND COMFORT, AMENITY TERRACES

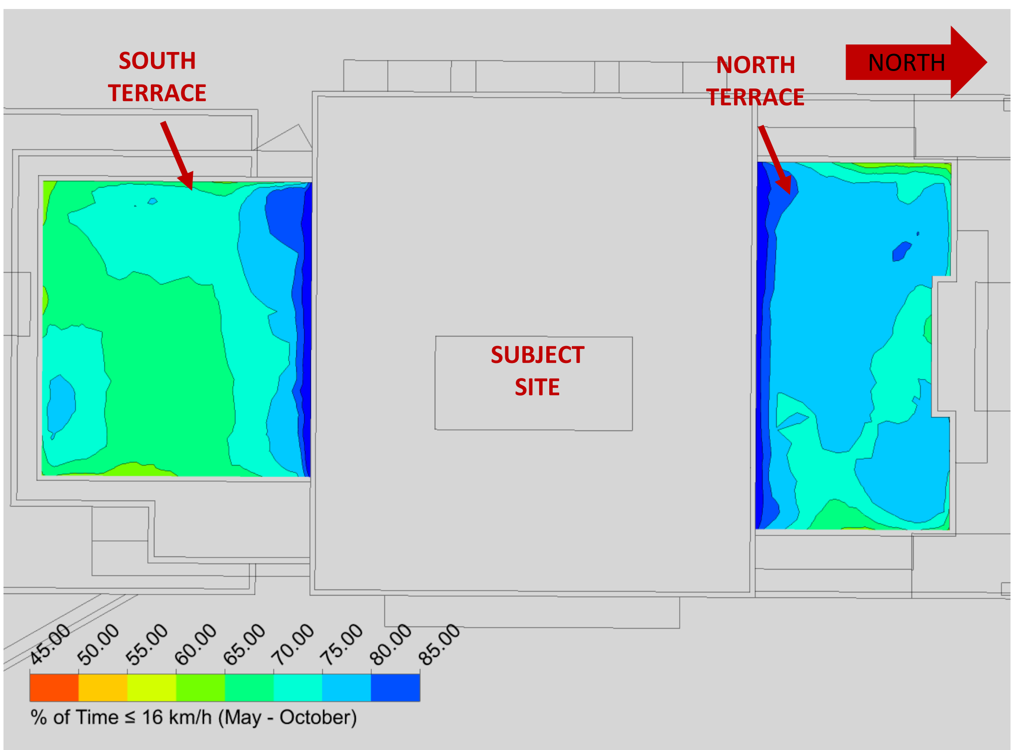
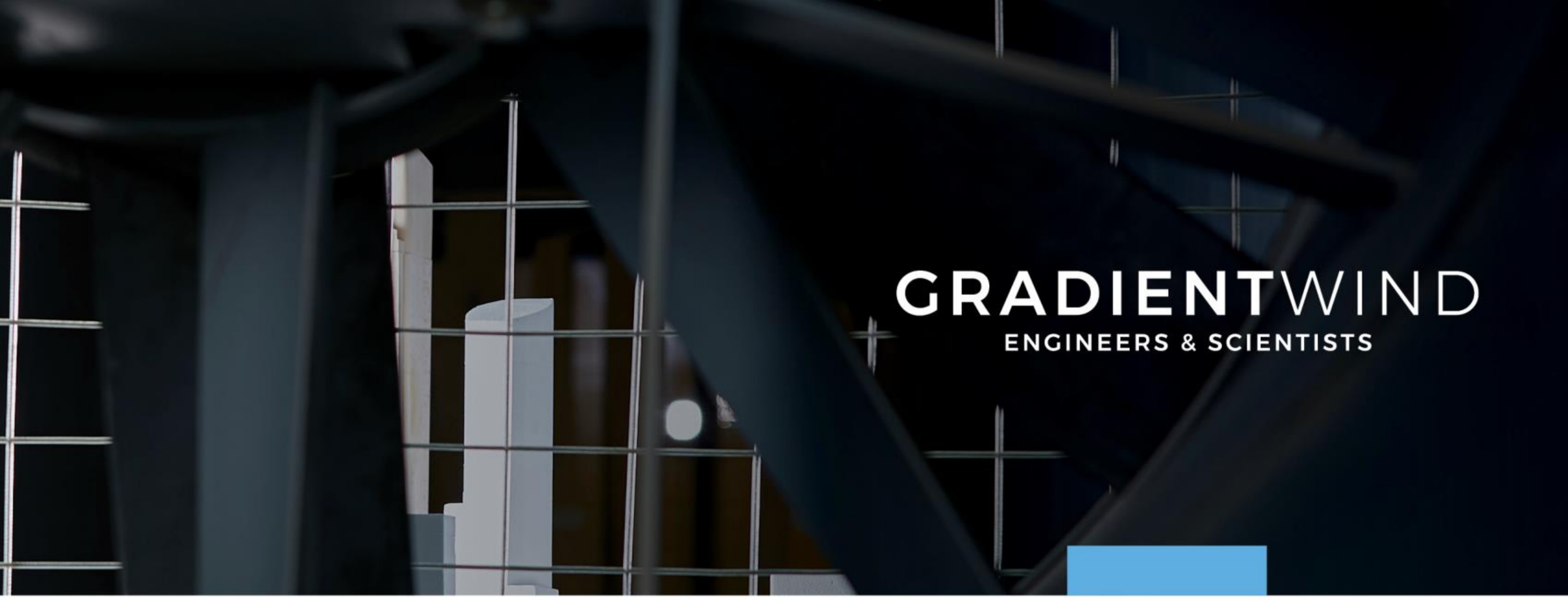
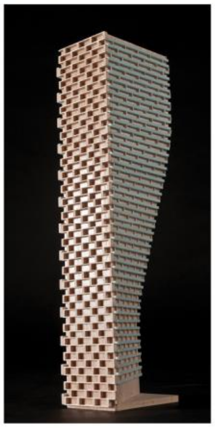
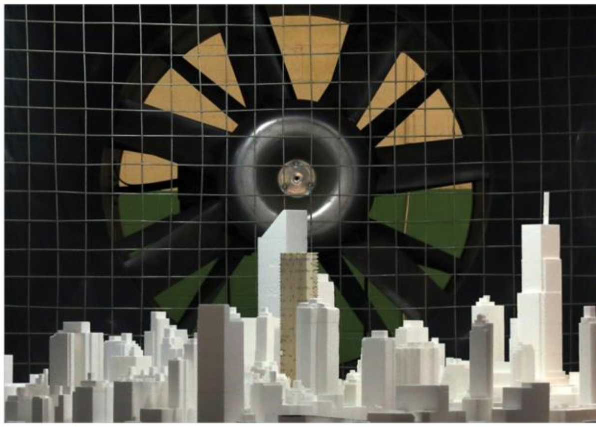


FIGURE 8B: TYPICAL USE PERIOD – % OF TIME SUITABLE FOR SITTING, AMENITY TERRACES







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).

$$U = U_g \left(\frac{Z}{Z_g}\right)^{\alpha} \qquad \text{Equation (1)}$$

where, $\boldsymbol{U}$ = mean wind speed, $\boldsymbol{U_g}$ = gradient wind speed, $\boldsymbol{Z}$ = height above ground, $\boldsymbol{Z_g}$ = 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	0.24
103	0.23
167	0.23
197	0.22
217	0.23
237	0.23
262	0.22
282	0.23
302	0.23
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).

$$I(Z) = \begin{cases} 0.1\left(\frac{Z}{Z_g}\right)^{-\alpha-0.05}, & Z > 10\text{ m} \\ 0.1\left(\frac{10}{Z_g}\right)^{-\alpha-0.05}, & Z \le 10\text{ m} \end{cases}$$ Equation (2)

$$L_t(Z) = \begin{cases} 100\text{ m}\sqrt{\frac{Z}{30}}, & Z > 30\text{ m} \\ 100\text{ m}, & Z \le 30\text{ m} \end{cases}$$ 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.

REFERENCES

[1] P. Arya, "Chapter 10: Near-neutral Boundary Layers," in *Introduction to Micrometeorology*, San Diego, California, Academic Press, 2001.

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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 Engieering Symposium, IWES 2003*, Taiwan, 2003.