July 25, 2024

Hoppner Holdings Inc.
1818 Bradley Side Road
Ottawa, ON K0A 1L0

Attn: Ken Hoppner, Development Partner
khoppner@morleyhoppner com

Dear Mr. Hoppner:

Re: Pedestrian Level Wind Study Addendum
1950 Scott Street, Ottawa
Gradient Wind File 18-031

Gradient Wind Engineering Inc. (Gradient Wind) completed a computational pedestrian level wind (PLW) study in May 2018 to satisfy Zoning By-Law Amendment (ZBLA) application submission requirements for the proposed residential development located at 1950 Scott Street in Ottawa, Ontario[1]. The study was conducted based on architectural drawings of the proposed development provided by NEUF architect(e)s in March 2018[2].

The current architectural drawings, which were distributed to the consultant team in July 2024[3] in preparation for a submission of the Site Plan Control application, include several changes to the building massing and architectural design. Most notably, the overall building height has increased from 20 to 22 storeys. Furthermore, the height of the podium along Clifton Road has increased by a single storey to 4 storeys, whereas the podium along the west elevation has been lowered by a single storey to 6 storeys in height. The podium along Clifton Road now also extends to nearly the southern property line. An outdoor amenity space is located at the southwest corner of the subject site, and a setback from the north elevation at Level 22 now accommodates the outdoor amenity that was previously located atop the building at its southeast corner.

[1] Gradient Wind Engineering Inc., '*1950 Scott Street – Pedestrian Level Wind Study*', [May 1, 2018]
[2] NEUF architect(e)s, '*1950 Scott Street*', [March 26, 2018]
[3] Hobin Architecture Inc., '*1950 Scott Street*', [July 4, 2024]

The original study concluded that all 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 public sidewalks, walkways, building access points, and the landscaped lawn located at the southwest corner of the subject site. Regarding the amenity terrace that served the proposed development at the rooftop level, conditions were predicted to be suitable for sitting during the summer season, which was considered acceptable.

The 2018 and the 2024 massing designs are mostly similar, and as such, similar wind conditions that are suitable for the intended pedestrian uses are expected within most grade-level areas within and surrounding the subject site. Specifically, the conclusions at grade as detailed in the original PLW study are also expected to remain mostly representative of the current site massing. Regarding the grade-level exterior amenity area at the southwest corner of the subject site, conditions during the typical use period (May to October, inclusive) are expected to be suitable for sitting to the east and standing along the western and southern perimeters of the space. If designated seating areas are to be located at the western and southern extents of the grade-level outdoor amenity, it is recommended to implement common landscaping elements that are targeted adjacent to the noted designated seating areas, which may take the form of wind screens or dense arrangements of coniferous plantings as well as overhead canopy structures. Regarding the wind comfort conditions within the Level 22 amenity terrace serving the proposed development, conditions are expected to be suitable for a mix of sitting and standing during the typical use period. A perimeter wind screen rising to at least 1.8 metres (m) above the local walking surface along the full perimeter of the terrace is recommended to provide shielding from direct winds from the west clockwise to the north. Targeted inboard mitigation in the form of wind screens or dense arrangements of coniferous plantings as well as overhead canopies located at designated seating areas may also be implemented to provide regions of calmer conditions suitable for sitting.

Sincerely,

Gradient Wind Engineering Inc.

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