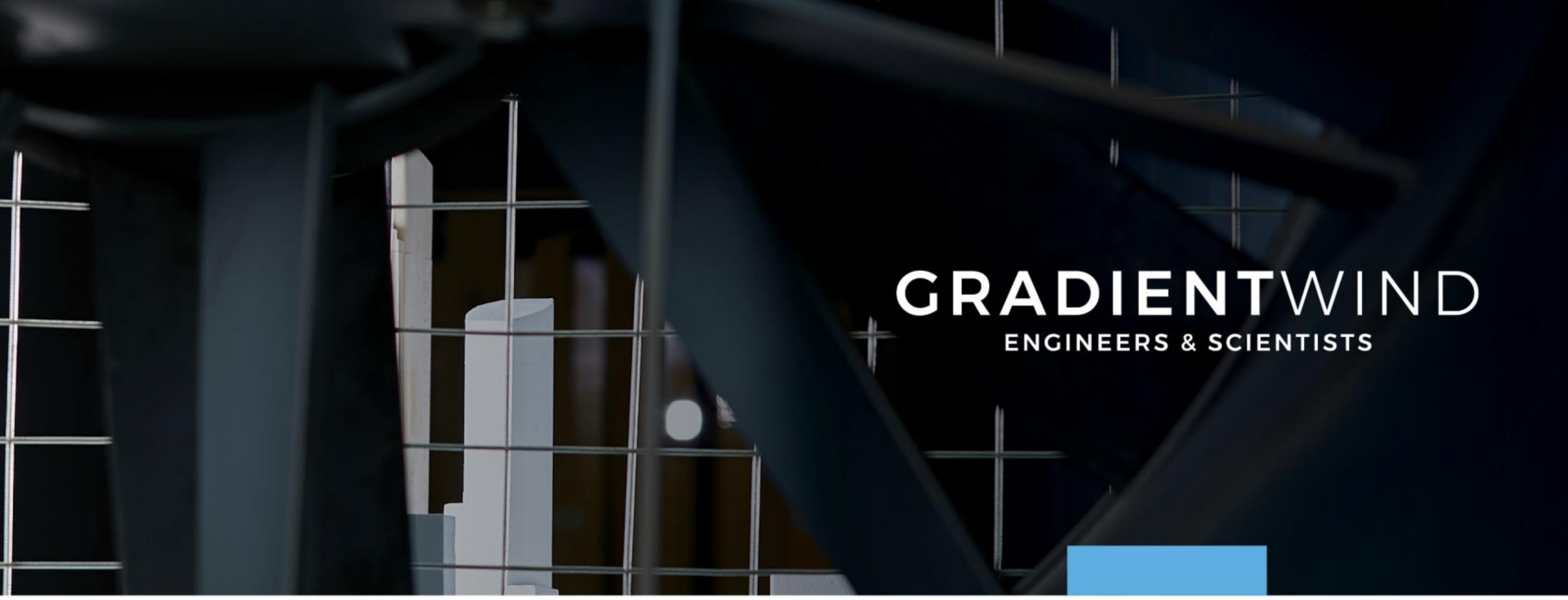
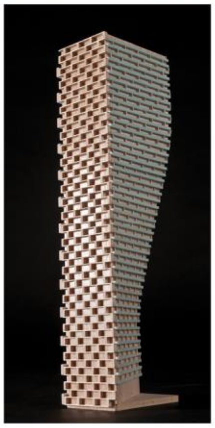


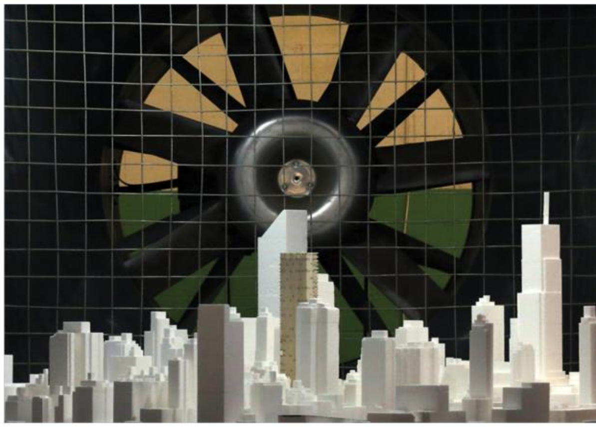
GRADIENTWIND
ENGINEERS & SCIENTISTS

PEDESTRIAN LEVEL WIND STUDY

6310 Hazeldean Road
Ottawa, Ontario

Report: 20-303-PLW





March 25, 2022

PREPARED FOR
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EXECUTIVE SUMMARY

This report describes a pedestrian level wind (PLW) study undertaken to satisfy Zoning By-law Amendment application requirements for the proposed residential development located at 6310 Hazeldean 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 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 (Section 5), illustrated in Figures 3A-6B, and summarized as follows:

1) All grade level areas within and surrounding the subject site are predicted to be acceptable for the intended pedestrian uses throughout the year. Specifically, wind conditions over surrounding sidewalks, walkways, surface parking, in the vicinity of pedestrian building access points serving Building A, and the potential outdoor amenity area serving Building B, are considered acceptable. Exceptions are as follows:

    a. To ensure acceptable wind conditions in the immediate vicinity of the amenity entrance serving Building B on its east elevation and the commercial entrances serving Building C along its west elevation, it is recommended that these entrances be recessed within their elevations by at least 1.5 metres (m).

    b. Regarding the residential entrances serving Buildings B and C, which front onto the laneway, it is recommended that they be flanked by wind barriers extending outward at least 1.5 m from their respective elevations. The wind barriers should achieve the full height of the entrances and include a canopy.

2) Regarding the potential outdoor amenity area serving Building C, mitigation will be required to create suitable conditions from late spring to early autumn. Mitigation is expected to take the form of landscape features such as wind barriers and dense coniferous plantings, arranged to shield the space from prominent westerly winds. Mitigation will be discussed and explored with the design team for the future Site Plan Control application.

Addendum: The PLW study was completed with the architectural massing prepared by Fotenn Planning + Design in early February 2022. Updated drawings were distributed to the consultant team on February 22, 2022, which include changes to the setbacks of Buildings A and C. Specifically, the intermediate podia serving the noted buildings currently rise seven storeys above grade; six-storey podia were considered in the PLW study. Since these changes are not considered significant for the PLW study, the results and recommendations provided in this study for the original architectural design are expected to be representative of the current massing.

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1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by 4329163 Canada Inc. to undertake a pedestrian level wind (PLW) study to satisfy Zoning By-law Amendment application requirements for the proposed residential development located at 6310 Hazeldean 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 Fotenn Planning + Design, in February 2022, 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 6310 Hazeldean Road in Ottawa, situated centrally on a triangular parcel of land at the southwest intersection of Hazeldean Road and Carp Road. The parcel of land is bound by Hazeldean Road to the northwest, an existing development, and Carp Road to the northeast, and existing low-rise dwellings within the remaining compass directions. The proposed development comprises three buildings, referred to as “Building A”, “Building B”, and “Building C” throughout this report. All buildings rise to nine-storeys and share a below-grade underground parking level. Building B is flanked by Building A to the west and by Building C to the east.

- Building A is near rectangular, and the ground floor includes a residential main entrance, indoor amenity, and bicycle storage to the north, residential units from the south clockwise northwest, a central elevator core, and shared building support spaces throughout the remainder of the level. Residential units occupy all upper levels of Building A. Floorplate setbacks are from the west clockwise east at Level 4 and to the east at Level 7.

- Building B is 'L'-shaped, with the longer portion of the building situated along the Hazeldean Road elevation. The ground floor includes a residential main entrance to the north, indoor amenities at the northeast corner and to the east, bicycle parking to the east, commercial spaces from the southeast corner clockwise north, a central elevator core, and shared building support spaces throughout the remainder of the level. Residential units occupy all upper levels of Building B. Floorplate setbacks are to the west at Level 2, to the northeast and southwest at Level 4 and to the northeast at Level 8.
- Building C is near rectangular, and the ground floor includes a residential main entrance, indoor amenity, and bicycle parking to the south, commercial spaces at the southwest corner, residential units to the north, a central elevator core, and shared building support spaces throughout the remainder of the level. Residential units occupy all upper levels of Building C. Floorplate setbacks are to the southwest at Level 2, to the southeast on Level 4 and to the east at Level 7.
- Access to below-grade parking is provided by a ramp to the east of Building A and at the southeast corner of Building C, via a laneway from Hazeldean Road. Surface parking is located centrally within the subject site. Potential outdoor amenities which include café tables, planters, and benches are situated to the west of Building B and to the southwest of Building C.

The near-field surroundings (defined as an area within 200 metres (m) of the subject site) include three low-rise commercial buildings with surface parking to the northeast, north, and northeast, respectively, low-rise dwellings from the east clockwise to south-southwest, green space to the southwest, and low-rise dwellings to the west. The far-field surroundings (defined as an area beyond the near-field but within a 2-kilometre (km) radius of the subject site) are characterized primarily by suburban exposures to the northwest, as well as north-northeast clockwise to south-southeast, by hybrid open-suburban exposures for the remaining compass directions. Notably, a future mixed-use subdivision comprising 20 single-detached dwellings, townhouse dwellings, five low-rise apartment buildings, and a nine-storey mixed-use building is proposed at 6171 Hazeldean Road (Application #D07-16-20-0026), located approximately 450 m to the northeast of the subject site.

Figure 1A illustrates the subject site and surrounding context, representing the proposed future massing scenario, while Figure 1B illustrates the subject site and surrounding context, representing the existing massing. Figures 2A-2H illustrate the computational models used to conduct the study. The existing massing scenario includes the existing massing and any changes which have been approved by the City of Ottawa. Specifically, the development at 6171 Hazeldean Road has been included in the existing massing.

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[1]. 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

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

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 site for 12 wind directions. The CFD simulation model was centered on the study building, complete with surrounding massing within diameter of 960 m.

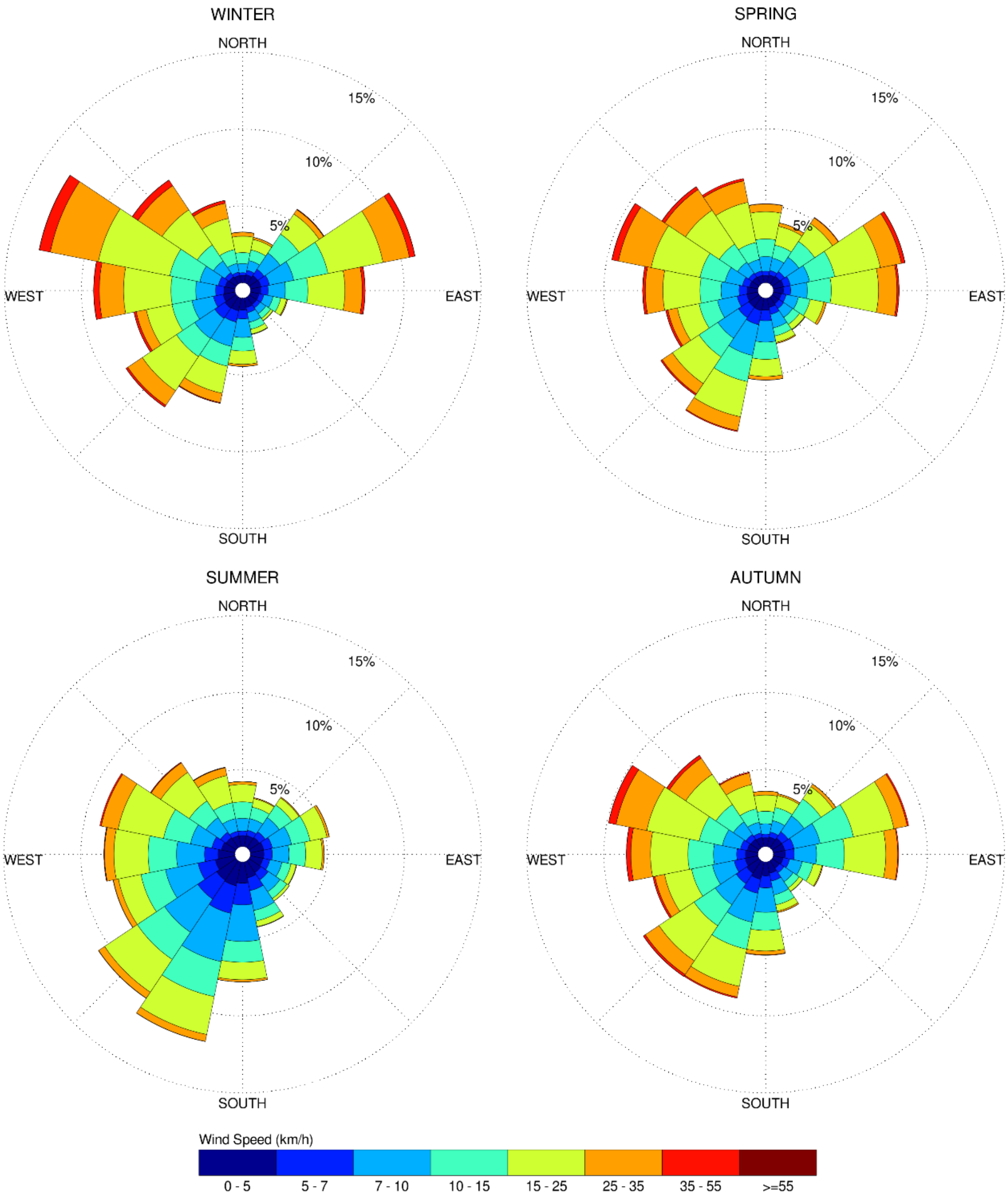
Mean and peak wind speed data obtained over the study site for each wind direction were interpolated to 36 wind directions at 10° intervals, representing the full compass azimuth. Measured wind speeds approximately 1.5 m above local grade were referenced to the wind speed at gradient height to generate 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 Historical Wind Speed and Direction Data

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	Gust Wind Speed (km/h)	Description
2	Light Breeze	9-17	Wind felt on faces
3	Gentle Breeze	18-29	Leaves and small twigs in constant motion; wind extends light flags
4	Moderate Breeze	30-42	Wind raises dust and loose paper; small branches are moved
5	Fresh Breeze	43-57	Small trees in leaf begin to sway
6	Strong Breeze	58-74	Large branches in motion; Whistling heard in electrical wires; umbrellas used with difficulty
7	Moderate Gale	75-92	Whole trees in motion; inconvenient walking against wind
8	Gale	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 (equivalent gust wind speed of approximately 16 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 (equivalent gust wind speed of approximately 32 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 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 typical windiest desired comfort classes are summarized on the following page. Depending on the programming of a space, the desired comfort class may differ from this table.

DESIRED PEDESTRIAN COMFORT CLASSES FOR VARIOUS LOCATION TYPES

Location Types	Desired Comfort Classes
Primary Building Entrance	Standing
Secondary Building Access Point	Walking
Public Sidewalk / Bicycle Path	Walking
Outdoor Amenity Space	Sitting
Café / Patio / Bench / Garden	Sitting (Summer)
Transit Stop (Without Shelter)	Standing
Transit Stop (With Shelter)	Walking
Public Park / Plaza	Sitting (Summer)
Garage / Service Entrance	Walking
Parking Lot	Walking
Vehicular Drop-Off Zone	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 wind conditions at grade level for the proposed and existing massing scenarios. Conditions are presented as continuous contours of wind comfort within and surrounding the subject site and correspond to the various comfort classes noted in Section 4.4. Wind conditions suitable for sitting are represented by the colour blue, standing by green, strolling by yellow, and walking by orange; uncomfortable conditions are represented by the colour magenta. Pedestrian wind conditions are summarized below for each area of interest.

5.1 Wind Comfort Conditions – Grade Level

Sidewalks and Building Access along Hazeldean Road: Following the introduction of the proposed development, the nearby public sidewalk areas along Hazeldean Road are predicted to be suitable mostly for sitting during the summer, becoming suitable for a mix of sitting and standing during the spring and autumn, and suitable for sitting, standing, and strolling during the winter. Conditions in the immediate vicinity of building access points are predicted to be suitable for sitting throughout the year. The noted conditions are considered acceptable according to the City of Ottawa wind criteria.

Conditions over the sidewalks with the existing massing are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for standing during the spring and autumn, and suitable for a mix of standing and strolling during the winter. Notably, the introduction of the proposed development is predicted to improve comfort levels along Hazeldean Road, in comparison to existing conditions, and wind conditions with the proposed development are considered acceptable according to the City of Ottawa wind criteria.

Building B Outdoor Amenity: Conditions over the potential amenity area to the north of Building B are predicted to be suitable sitting during the summer, becoming mostly suitable for sitting during the remaining three seasons. The noted conditions are considered acceptable according to the City of Ottawa wind criteria.

Building C Outdoor Amenity: Conditions over the potential outdoor amenity area serving Building C are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for standing during the remaining three seasons. To ensure conditions are suitable for the intended pedestrian uses from late spring to early autumn, landscape features such as wind barriers and dense coniferous plantings would be required to protect the space from prominent westerly winds. Mitigation will be discussed and explored with the design team for the future Site Plan Control application.

Sidewalks and Commercial Building Access along Private Laneway: Conditions over the private laneway between Buildings B and C are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for standing and strolling during the spring and autumn, and suitable for a mix of standing, strolling, and walking during the winter. The strolling and walking conditions are primarily over the laneway and not within the sidewalk area.

Conditions in the immediate vicinity of the commercial building access points serving Buildings B and C along their east and west elevations, respectively, are predicted to be suitable for sitting during the summer, becoming suitable for strolling, or better, during the remaining three seasons. Since conditions in the vicinity of primary building access points, including the amenity entrance serving Building B and the commercial entrances serving Building C, are required to be suitable for standing, or better, throughout the year, it is recommended that they be recessed within the building façade by at least 1.5 m.

The commercial entrance serving Building B on its east elevation is recessed in the architectural package, a feature which is recommended be maintained.

The residential entrances serving Buildings B and C, which front onto the laneway, include vestibules. To provide more comfortable conditions during the colder months of the year, it is recommended that these entrances be flanked by wind barriers extending outward at least 1.5 m from their respective elevations. The wind barriers should achieve the full height of the entrances and include a canopy.

Central Parking Lot and Building Access of Building A and B: Conditions over the central parking lot are predicted to be suitable for sitting during the summer, becoming suitable for sitting and standing during the remaining three seasons. Conditions in the immediate vicinity of the building access points of Building A are predicted to be suitable for sitting during the summer, becoming suitable for standing during the remaining three seasons, and conditions in the immediate vicinity of the building access points of Building B are predicted to be suitable for sitting throughout the year. The noted conditions are considered acceptable according to the City of Ottawa wind criteria.

Green Space East of Subject Site: Conditions over the green space, situated between the subject site and low-rise dwellings to the east, are predicted to be suitable sitting during the summer, becoming suitable for a mix of sitting and standing during the remaining three seasons. The noted conditions are considered acceptable for laneways and parking lots according to the City of Ottawa wind criteria.

Green Space South of Subject Site: Conditions over the green space to the south of the subject site prior to the introduction of the proposed development are predicted to be suitable mostly for sitting during the summer, becoming suitable for standing during the remaining three seasons, and remain unchanged following the introduction of the proposed development. As such, wind conditions with the proposed development are considered acceptable according to the City of Ottawa wind criteria.

5.2 Wind Safety

Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas within and surrounding the subject site were found to experience conditions that could be considered dangerous, as defined in Section 4.4.

5.3 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.

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 and illustrated in Figures 3A-6B. 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) All grade level areas within and surrounding the subject site are predicted to be acceptable for the intended pedestrian uses throughout the year. Specifically, wind conditions over surrounding sidewalks, walkways, surface parking, in the vicinity of pedestrian building access points serving Building A, and the potential outdoor amenity area serving Building B, are considered acceptable. Exceptions are as follows:

    a. To ensure acceptable wind conditions in the immediate vicinity of the amenity entrance serving Building B on its east elevation and the commercial entrances serving Building C along its west elevation, it is recommended that these entrances be recessed within their elevations by at least 1.5 m.

b. Regarding the residential entrances serving Buildings B and C, which front onto the laneway, it is recommended that they be flanked by wind barriers extending outward at least 1.5 m from their respective elevations. The wind barriers should achieve the full height of the entrances and include a canopy.

c. Regarding the potential outdoor amenity area serving Building C, mitigation will be required to create suitable conditions from late spring to early autumn. Mitigation is expected to take the form of landscape features such as wind barriers and dense coniferous plantings, arranged to shield the space from prominent westerly winds. Mitigation will be discussed and explored with the design team for the future Site Plan Control application.

2) 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. 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.

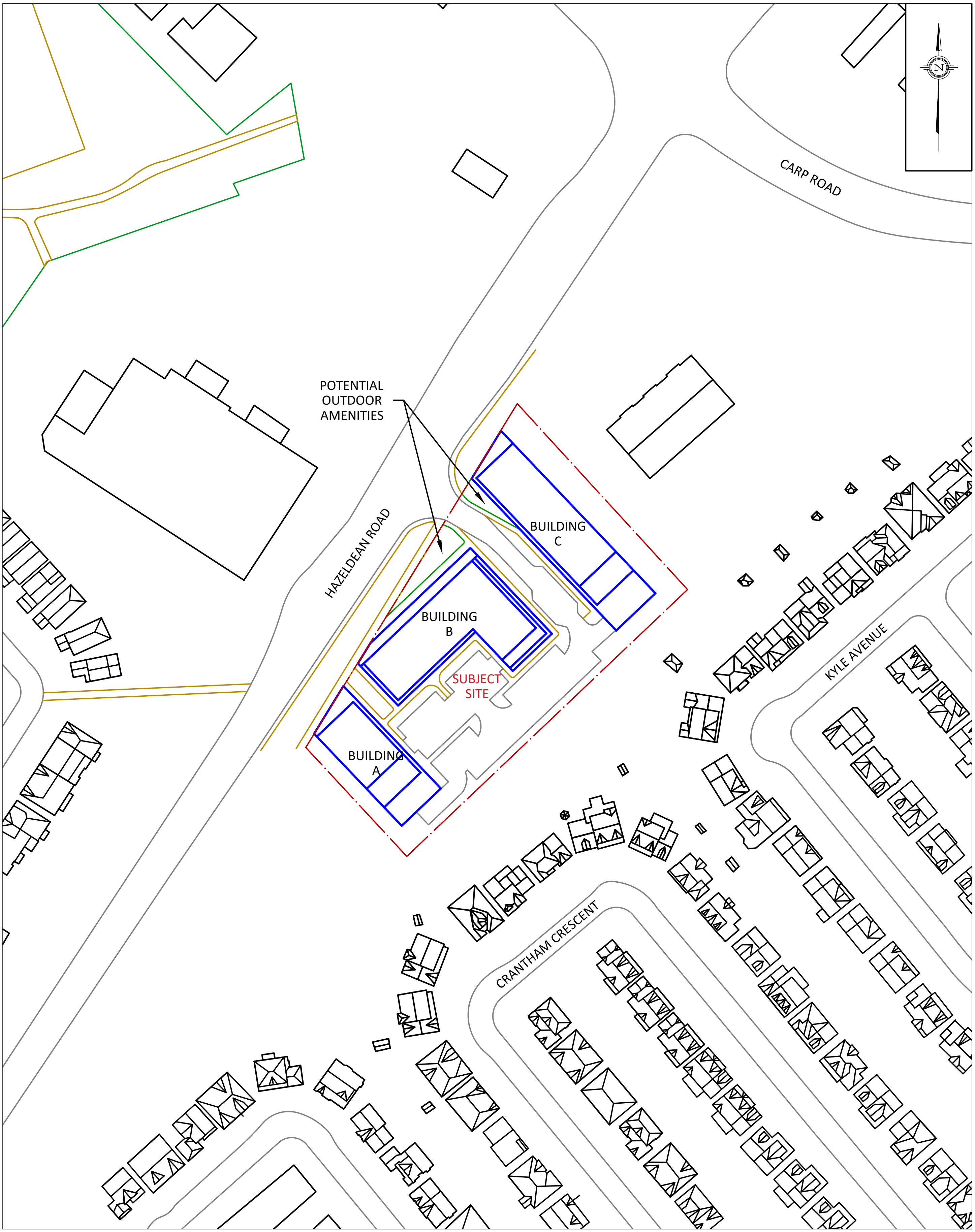
Sincerely,

Gradient Wind Engineering Inc.

LICENSED PROFESSIONAL ENGINEER
J. D. FERRARO
100158495
Mar 25, 2022
PROVINCE OF ONTARIO

Edward Urbanski, M.Eng.
Wind Scientist

Justin Ferraro, P.Eng.
Principal



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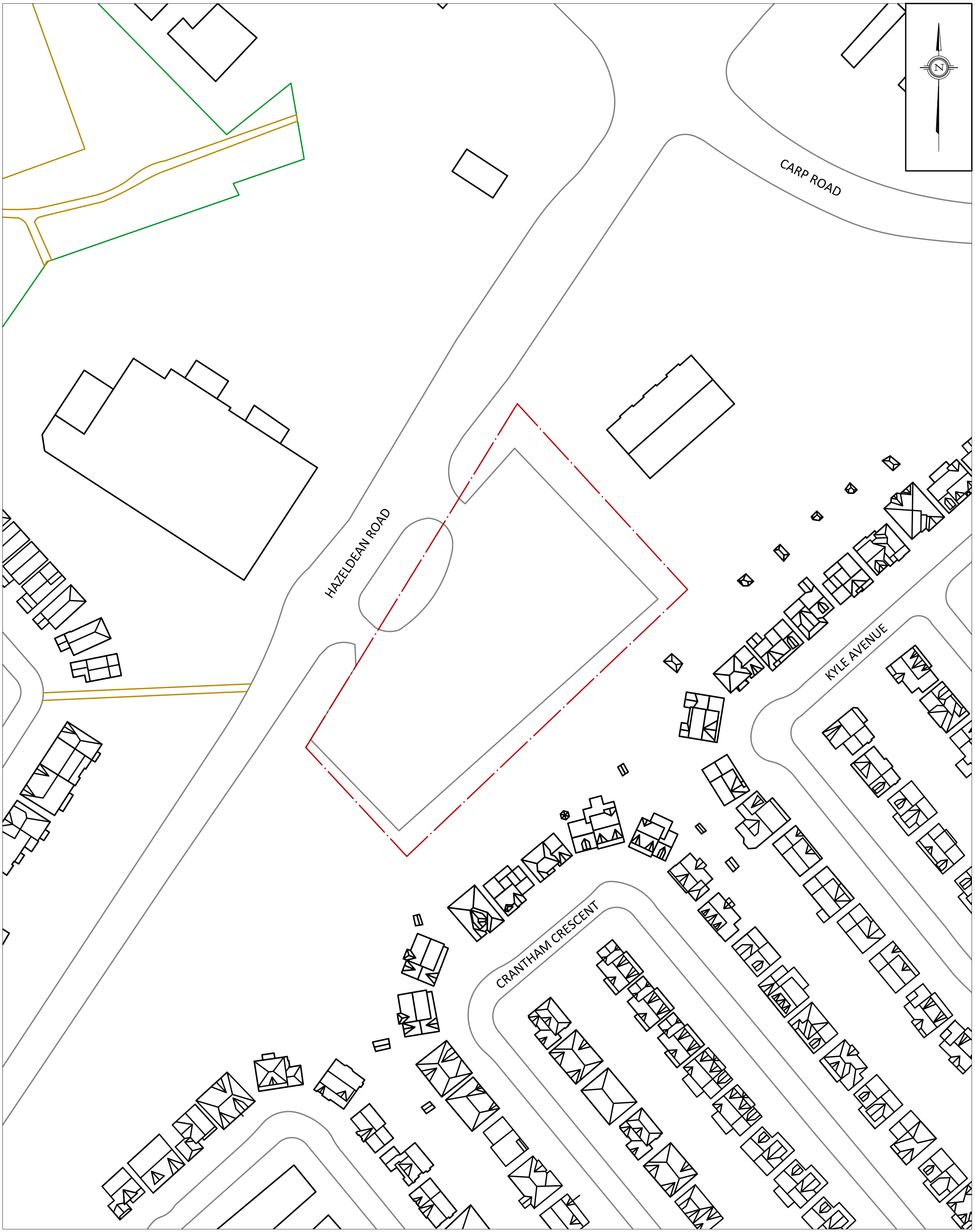
PROJECT: 6310 HAZELDEAN ROAD, OTTAWA PEDESTRIAN LEVEL WIND STUDY		DESCRIPTION: FIGURE 1A: PROPOSED SITE PLAN AND SURROUNDING CONTEXT	
SCALE: 1:1500	DRAWING NO. 20-303-PLW-1A		
DATE: FEBRUARY 24, 2022	DRAWN BY: S.K.		



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PROJECT	6310 HAZELDEAN ROAD, OTTAWA PEDESTRIAN LEVEL WIND STUDY		
SCALE	1:1500	DRAWING NO.	20-303-PLW-1B
DATE	FEBRUARY 24, 2022	DRAWN BY	S.K.

DESCRIPTION

FIGURE 1B:
EXISTING SITE PLAN AND SURROUNDING CONTEXT

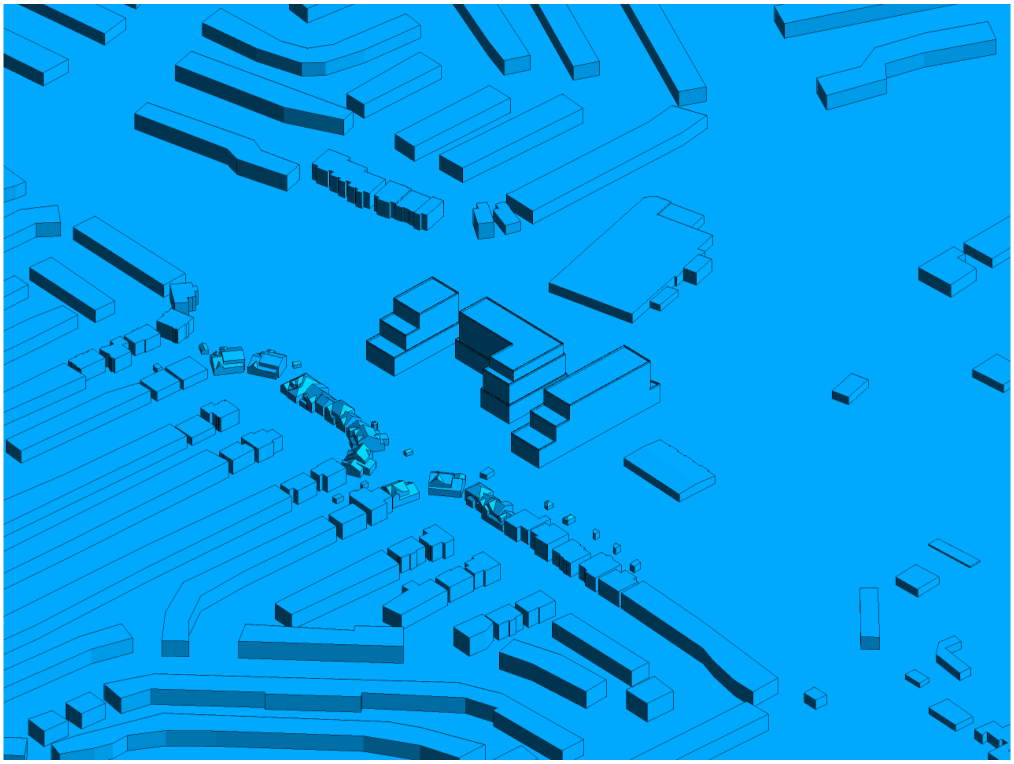


FIGURE 2A: COMPUTATIONAL MODEL, PROPOSED MASSING, EAST PERSPECTIVE

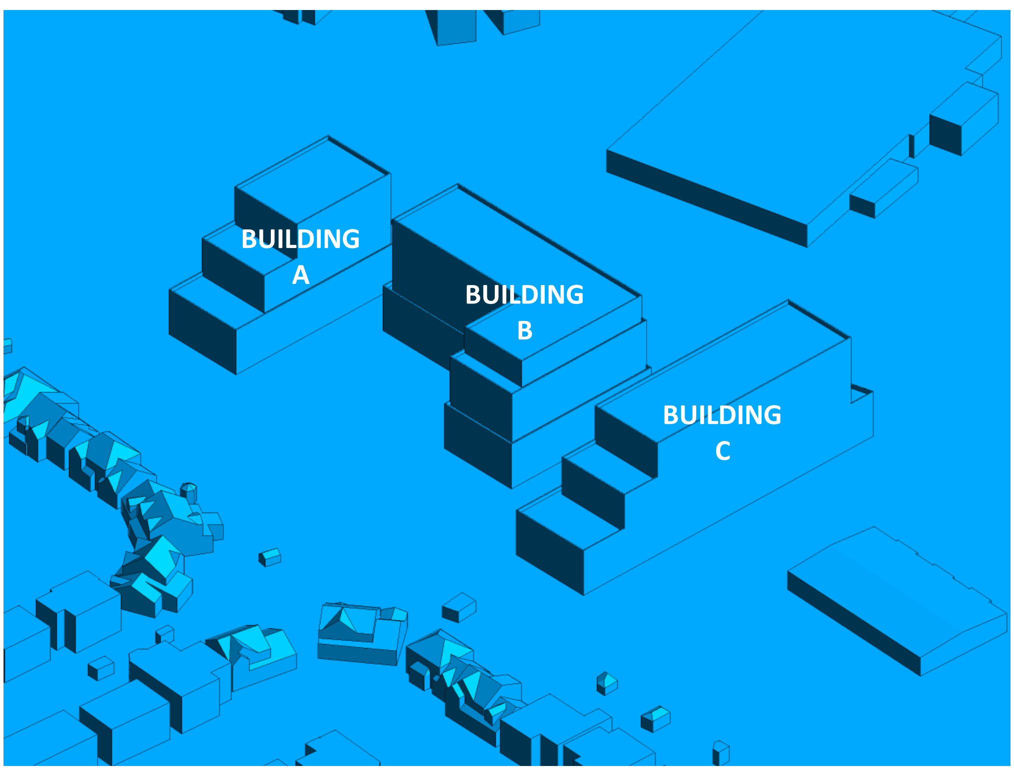


FIGURE 2B: CLOSE UP OF FIGURE 2A

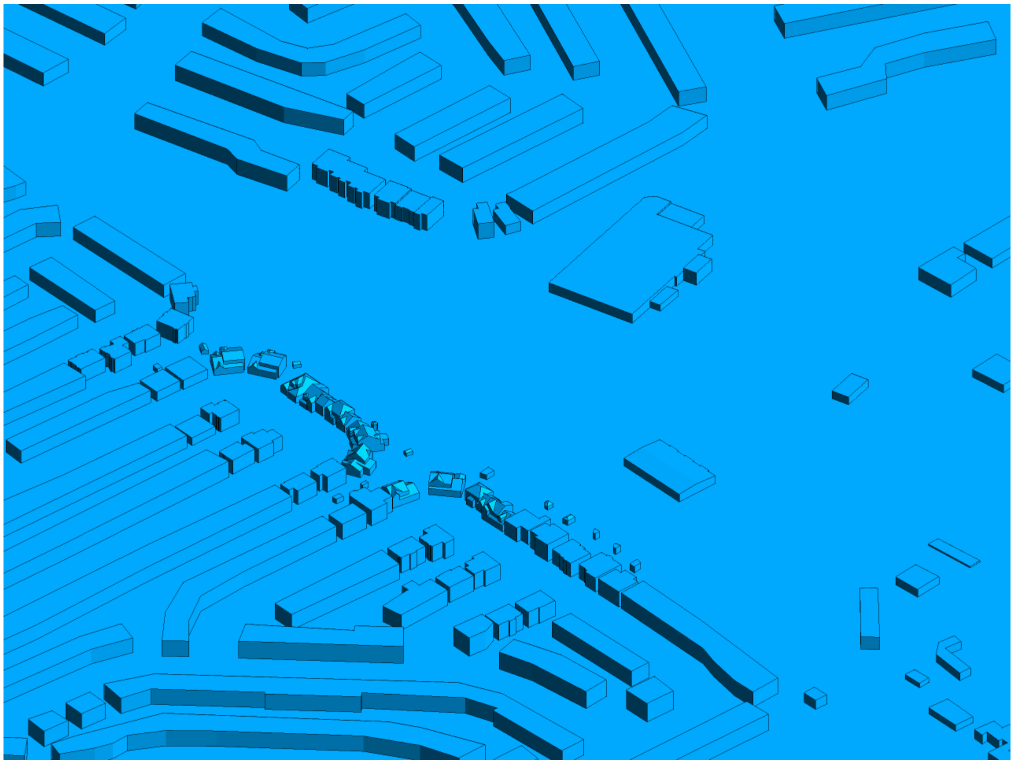


FIGURE 2C: COMPUTATIONAL MODEL, EXISTING MASSING, EAST PERSPECTIVE

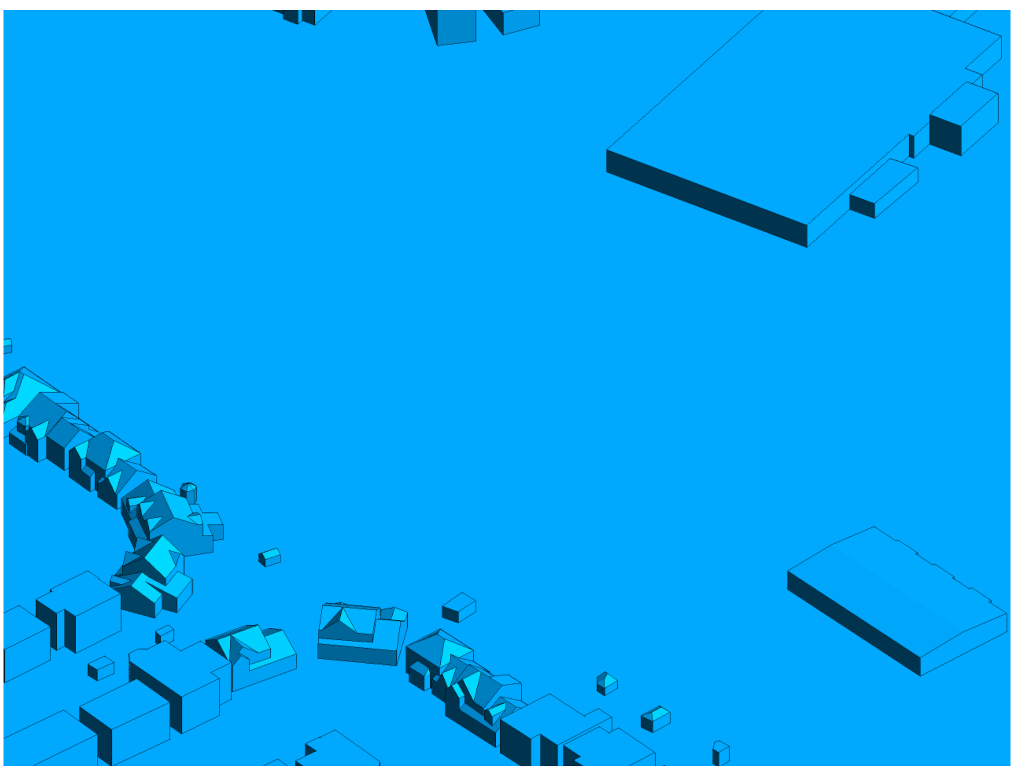


FIGURE 2D: CLOSE UP OF FIGURE 2C

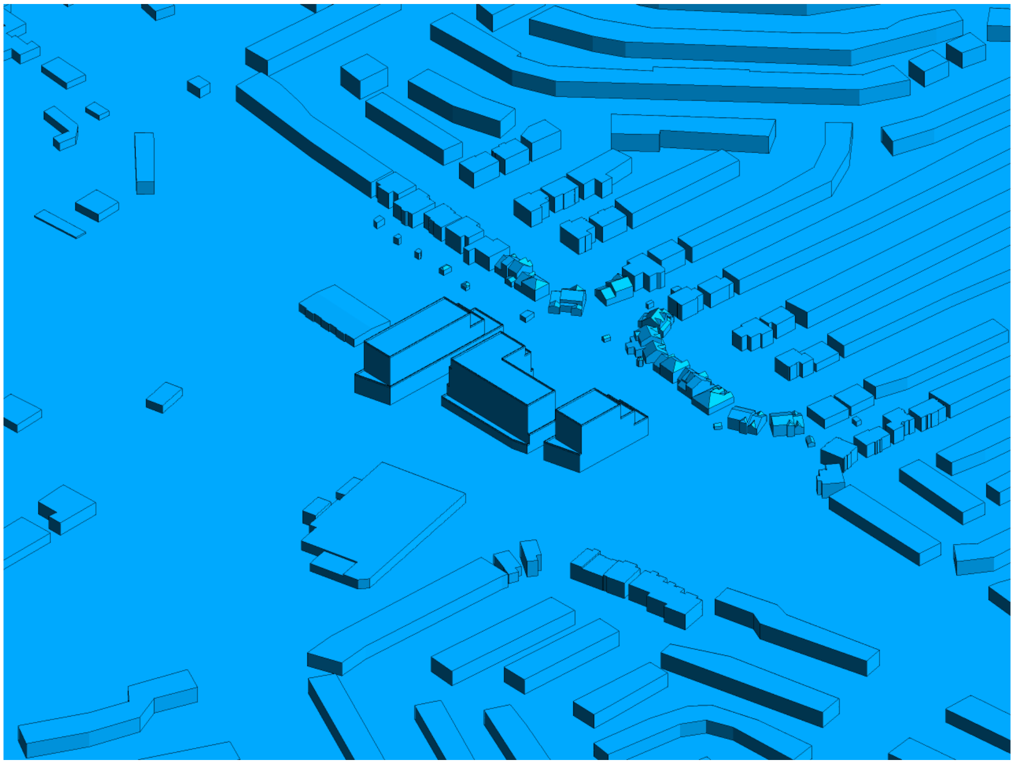


FIGURE 2E: COMPUTATIONAL MODEL, PROPOSED MASSING, WEST PERSPECTIVE

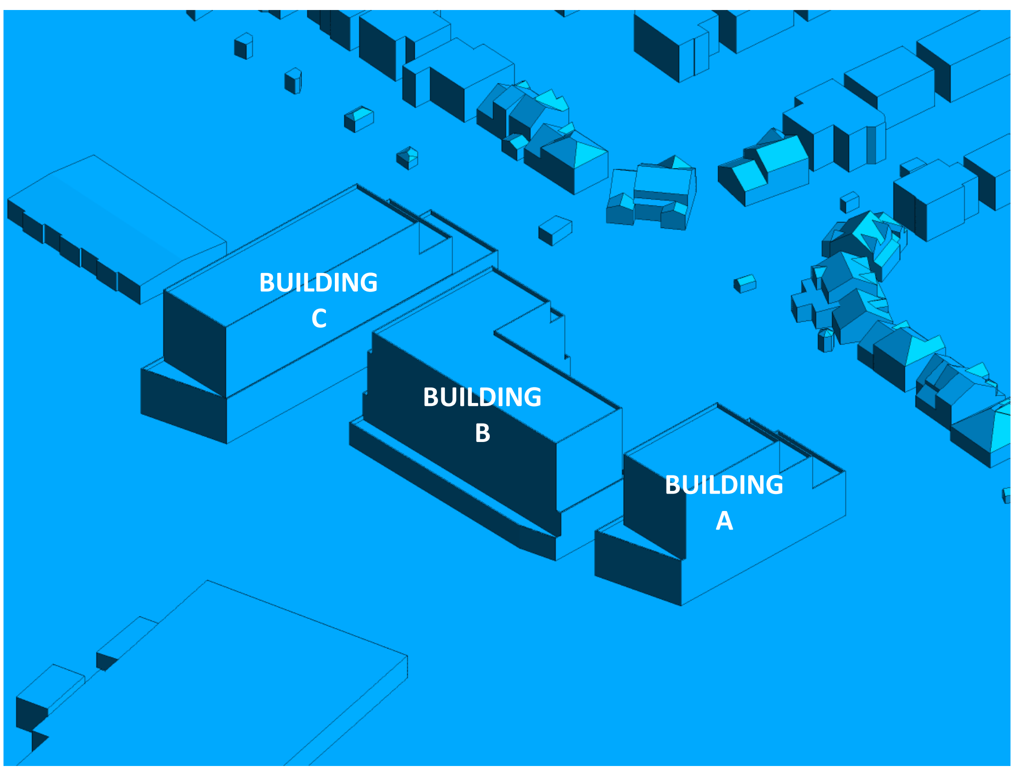


FIGURE 2F: CLOSE UP OF FIGURE 2E

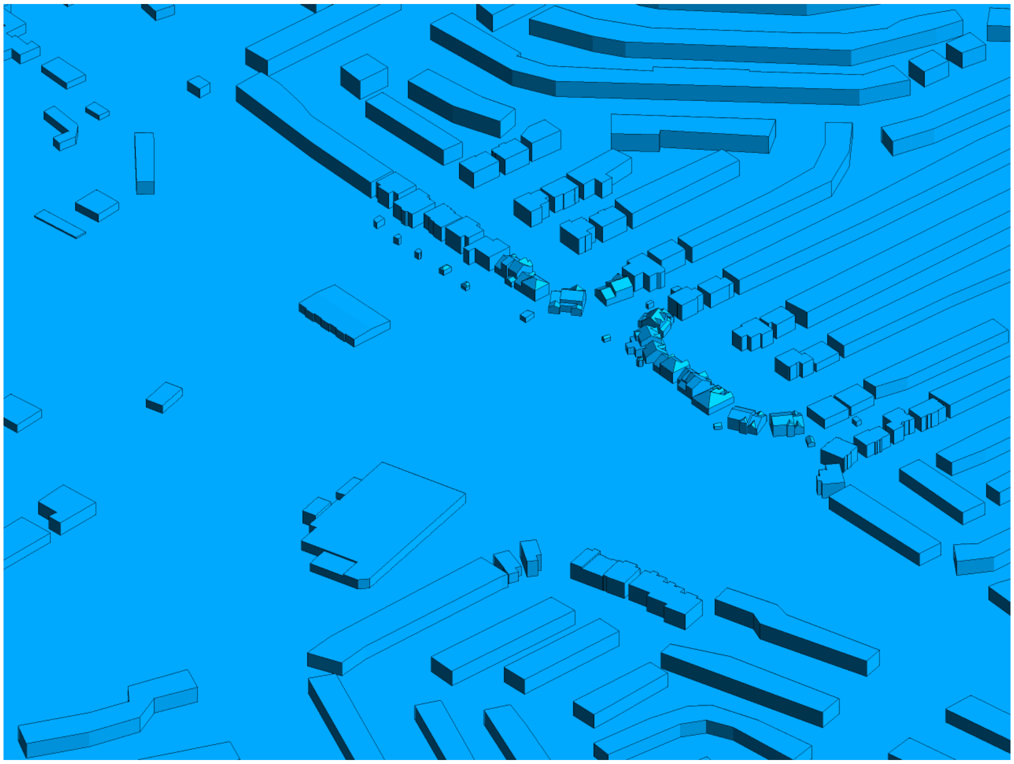


FIGURE 2G: COMPUTATIONAL MODEL, EXISTING MASSING, WEST PERSPECTIVE

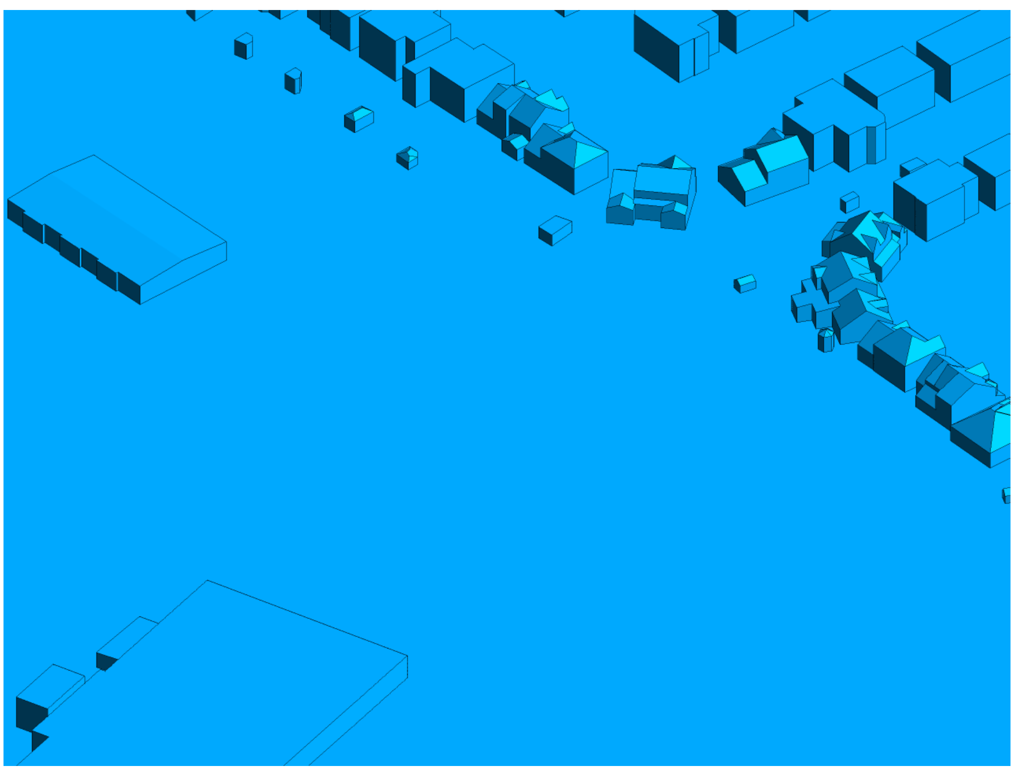


FIGURE 2H: CLOSE UP OF FIGURE 2G

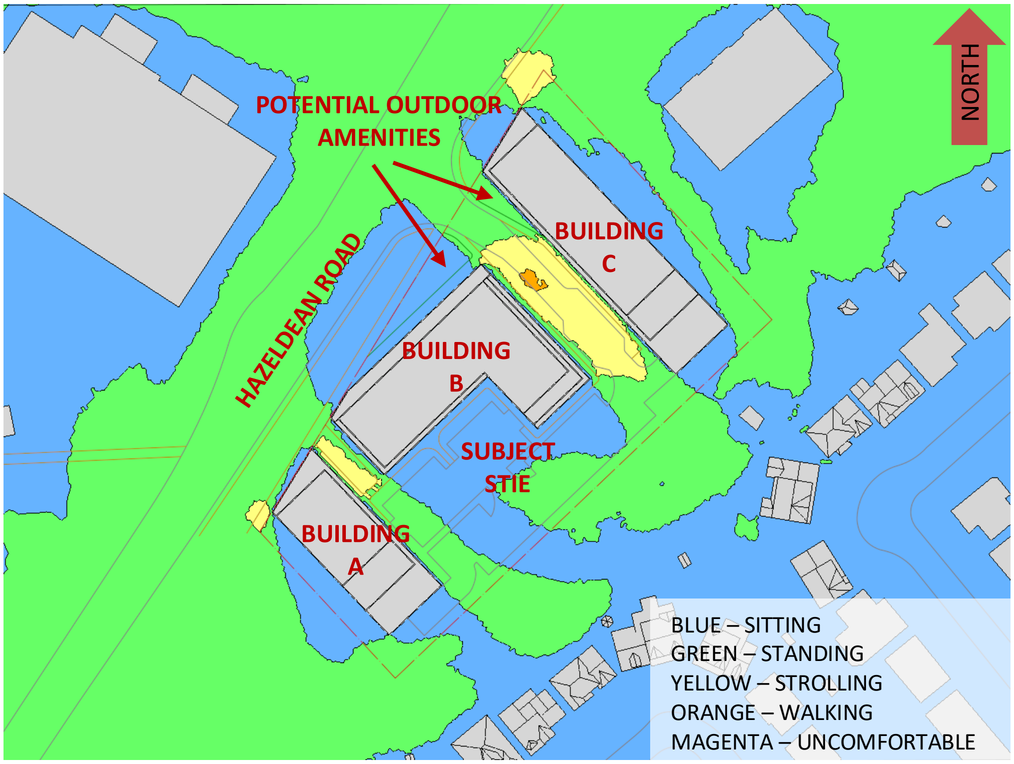


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

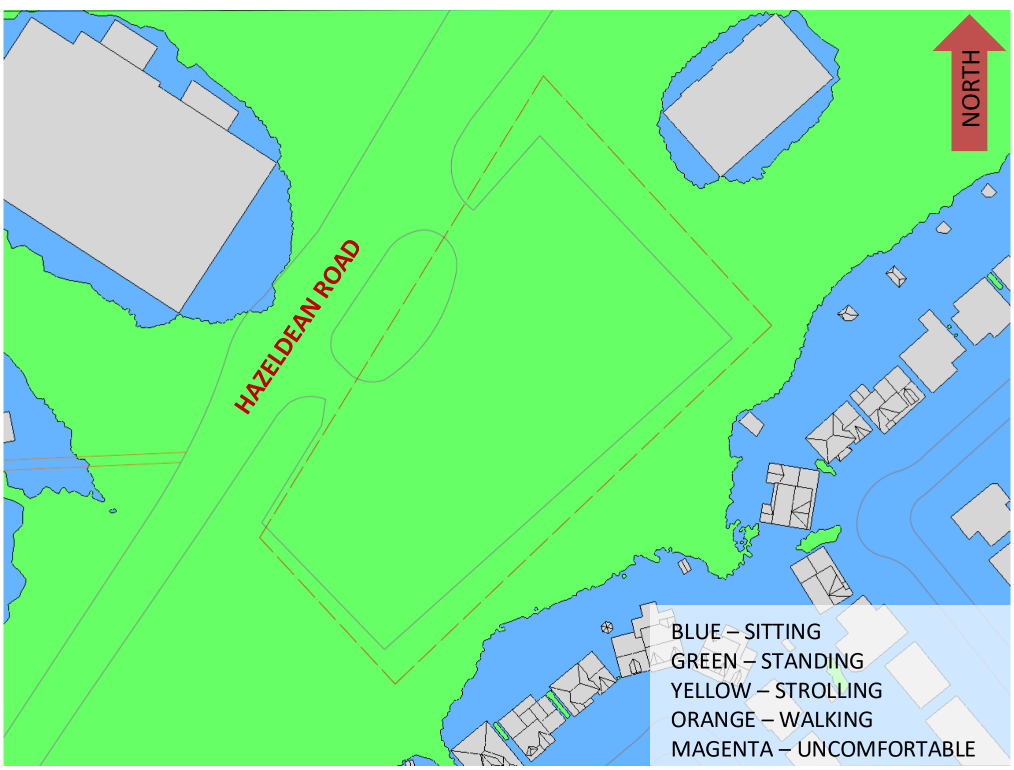


FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

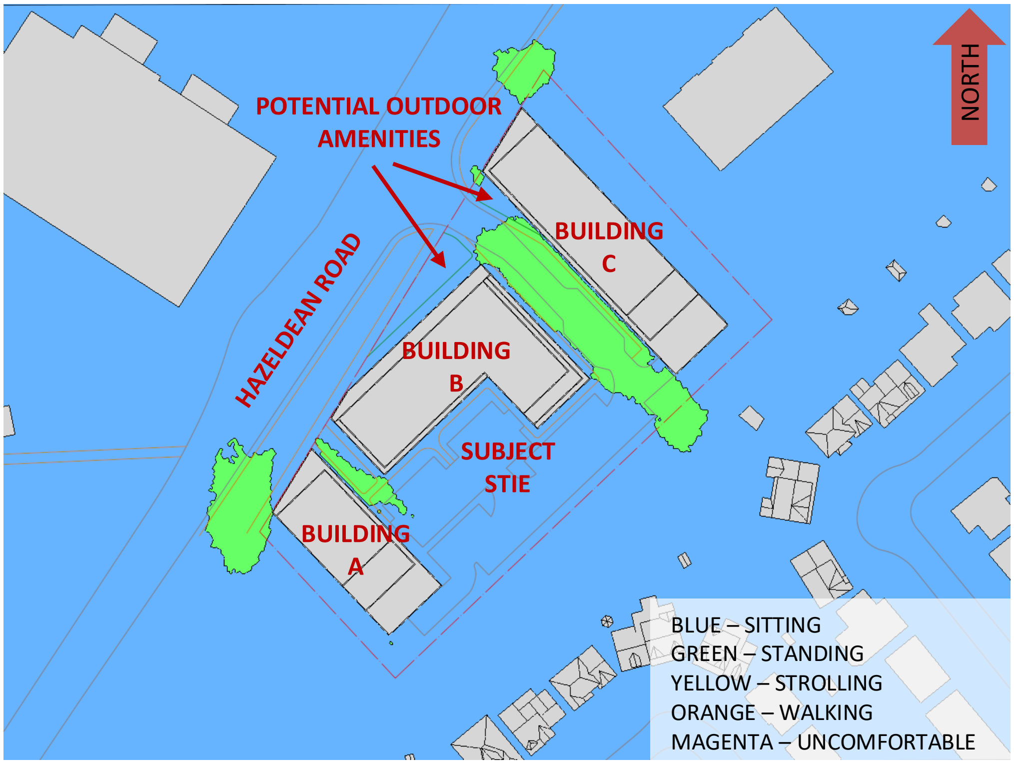


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

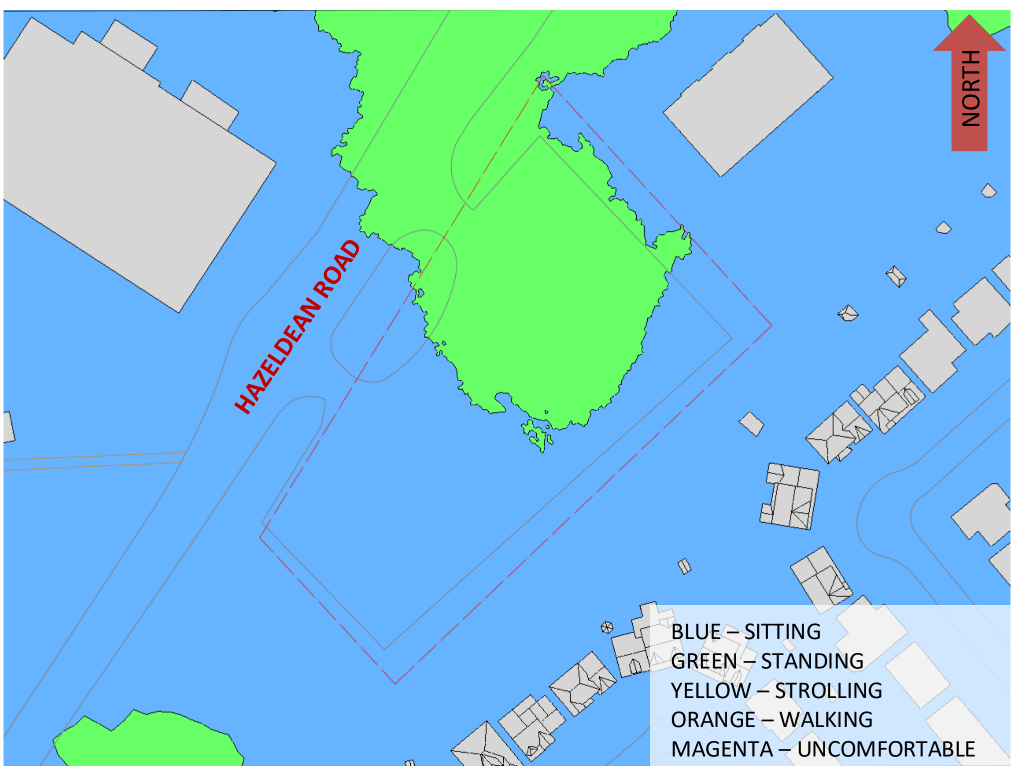


FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

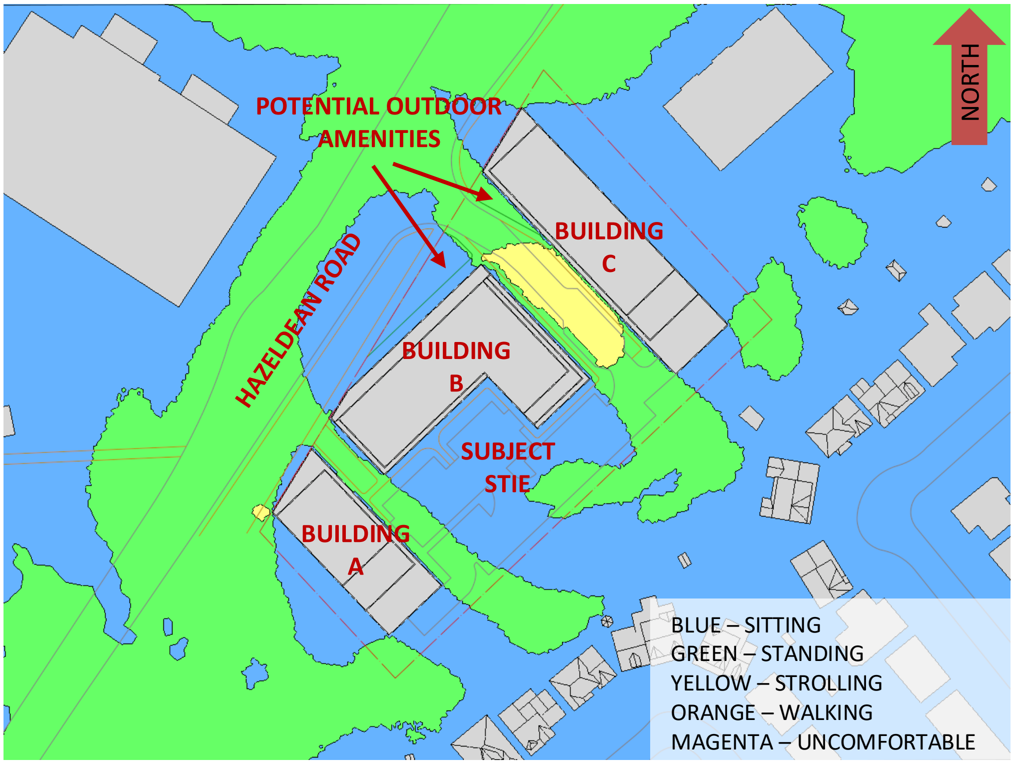


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

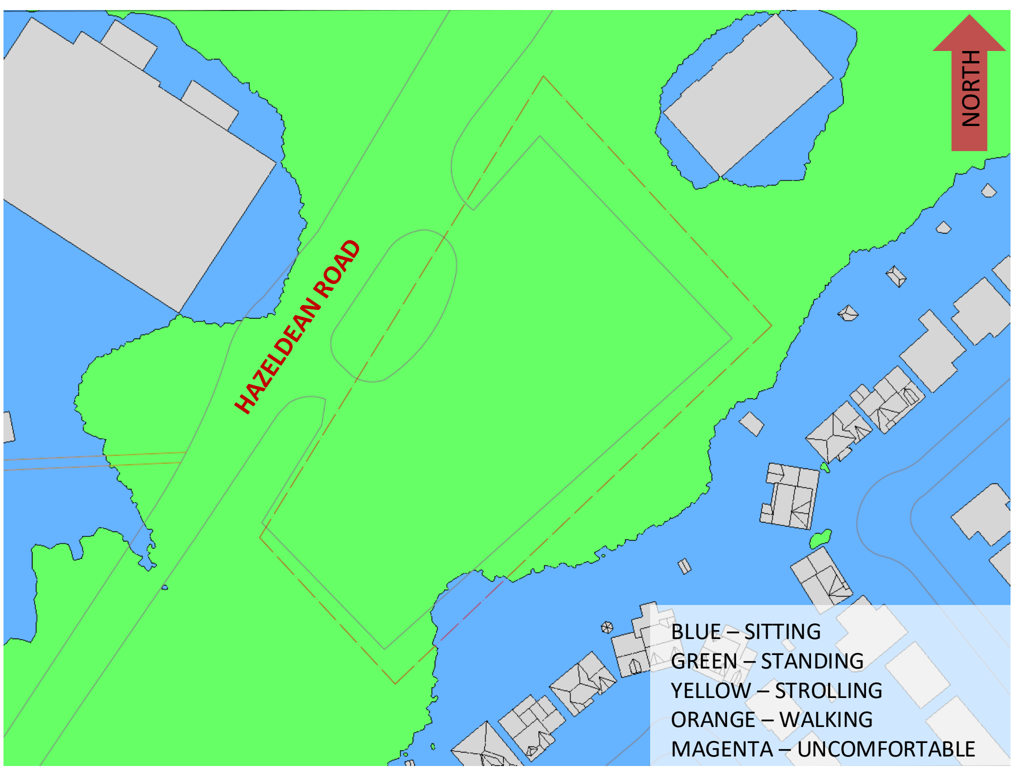


FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

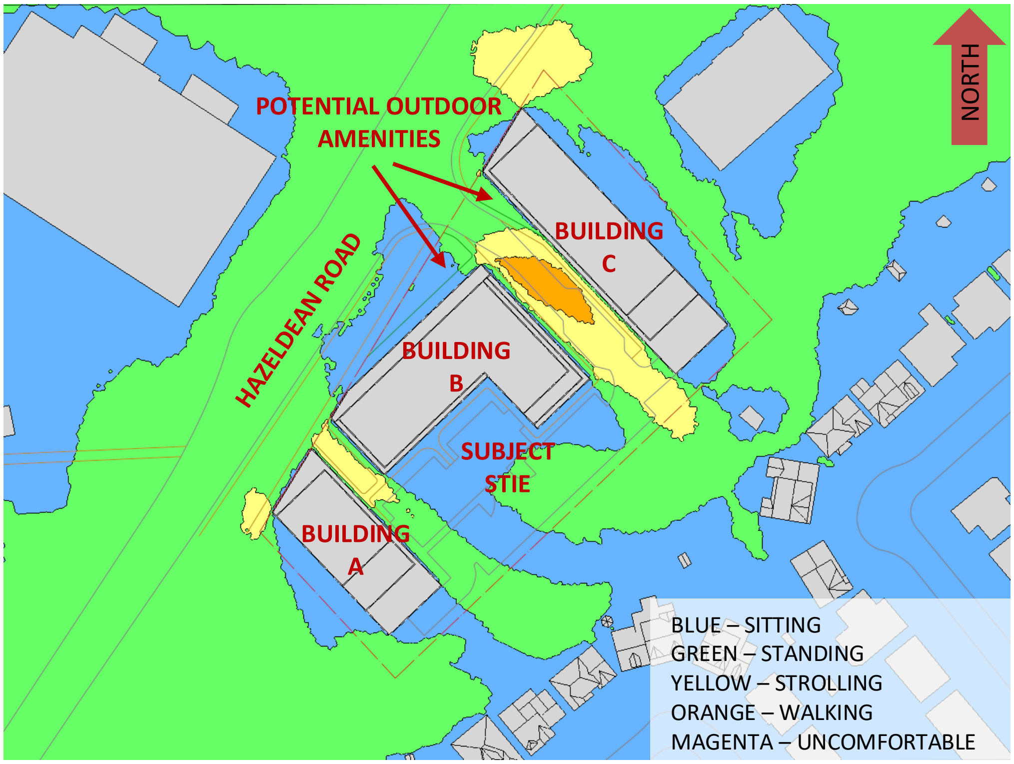


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

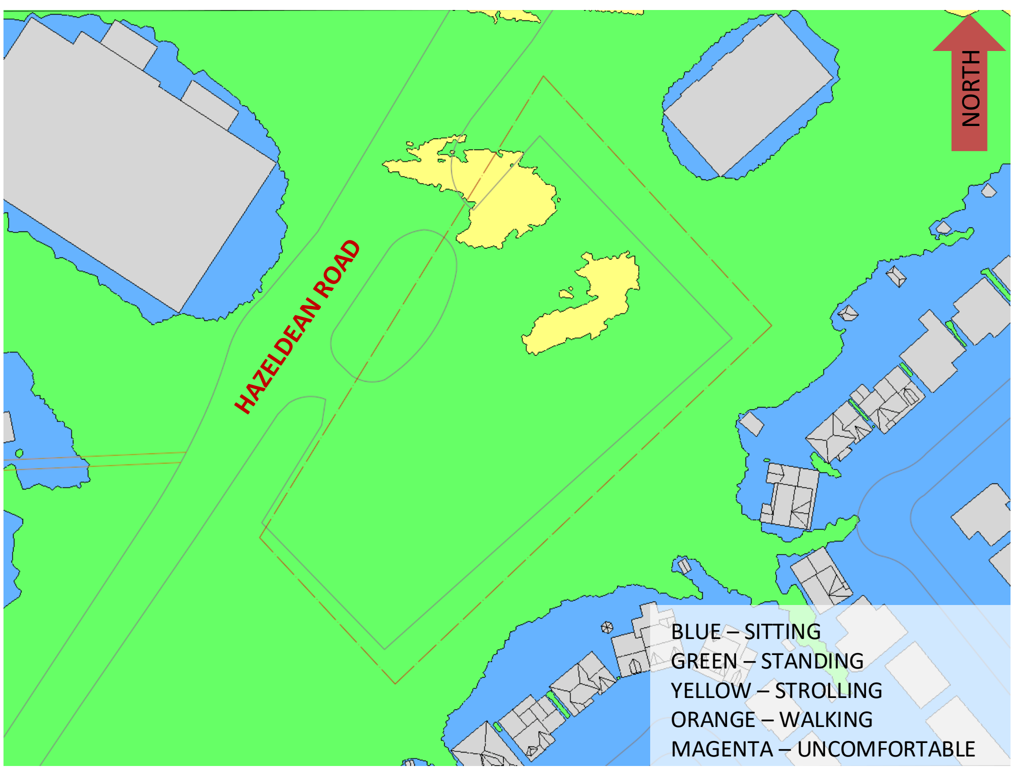
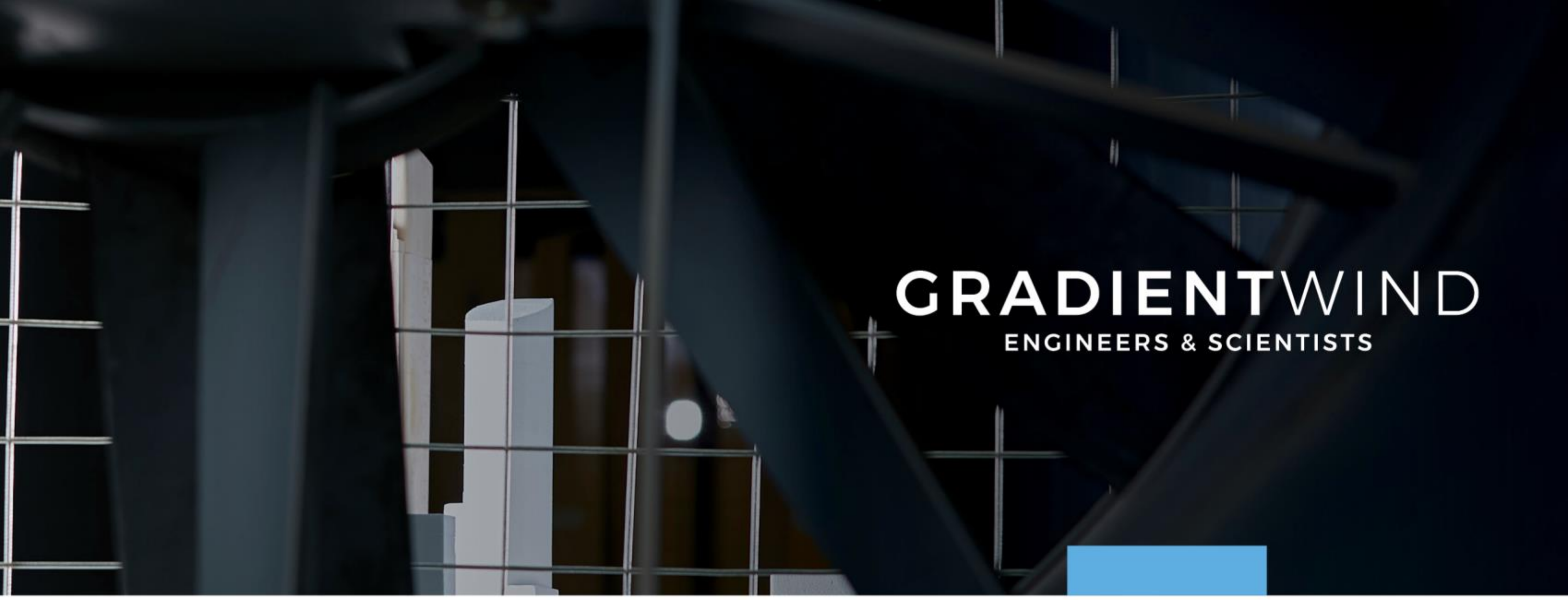


FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING



APPENDIX A

SIMULATION OF THE ATMOSPHERIC BOUNDARY LAYER

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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	0.20
49	0.22
74	0.22
103	0.23
167	0.20
197	0.19
217	0.19
237	0.19
262	0.19
282	0.19
302	0.20
324	0.20

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).

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

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

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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.