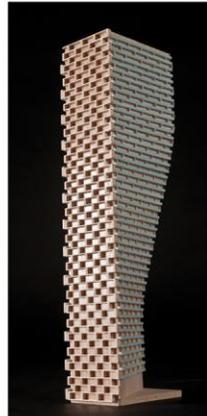


PEDESTRIAN LEVEL WIND STUDY

March Road Kanata Development
555, 591, 595, and 603 March Road
Ottawa, Ontario

Report: 23-028-PLW



March 20, 2023

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 masterplan development, referred to as “March Road Kanata Development”, located at four civic addresses: 555, 591, 595, and 603 March Road in Ottawa, Ontario (hereinafter referred to as “subject site” or “proposed development”). Our mandate within this study is to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where 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 criteria. The results and recommendations derived from these considerations are detailed in the main body of the report (Section 5), illustrated in Figures 3A-7, and summarized as follows:

- 1) All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, transit stops, existing parking lot and walkway west of the subject site, laneways, walkways, surface parking, public park, P.O.P.S., and in the vicinity of building access points, are considered acceptable. Exceptions are as follows:
 - a. Conditions in the vicinity of the possible main building access points along the east elevation of the north 30-storey residential building and along the west elevations of the central and east 24-storey residential buildings are predicted to be suitable for standing during the summer and autumn, becoming suitable for a mix of standing and strolling during the spring, and suitable for strolling during the winter. To ensure safe operability throughout the year, we recommend that the entrance be recessed into the building façade by at least 2 m. This item will be addressed for the future Site Plan Control application submission.



- b. During the typical use period, conditions over the P.O.P.S. serving the northwest building are predicted to be suitable for sitting within the majority of the area, while regions of standing conditions are predicted at the northwest corner and to the east. Depending on the programming, the noted conditions may be considered acceptable. Specifically, if the areas that are predicted to be suitable for standing will not accommodate seating or lounging activities, the noted conditions would be considered acceptable. If required by programming, comfort conditions over the P.O.P.S. may be improved through landscaping, such as a combination of tall wind barriers and dense arrangements of coniferous plantings, installed around sensitive areas. This item will be addressed for the future Site Plan Control application submission.
- 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, (for example, 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.

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Appendix A – Simulation of the Atmospheric Boundary Layer



1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by March & Main Developments Inc. and 591-595 March Road Developments Inc. to undertake a pedestrian level wind (PLW) study to satisfy Zoning By-law Amendment application requirements for the proposed masterplan development, referred to as “March Road Kanata Development”, located at four civic addresses: 555, 591, 595, and 603 March Road in Ottawa, Ontario (hereinafter referred to as “subject site” or “proposed development”). Our mandate within this study is to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where 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 criteria, architectural drawings prepared by SvN Architects + Planners, in February 2023, 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 four civic addresses: 555, 591, 595, and 603 March Road in Ottawa; situated at the south intersection of March Road and Terry Fox Drive, on a 5.55 hectares (ha) parcel of land bounded by Terry Fox Drive to the northwest, March Road to the northeast, low-rise commercial buildings to the southeast and southwest, and Hines Road to the southwest. Throughout this report, March Road is referred to as project north. Internal laneways branch off from a north-south laneway extending along the east elevation of the subject site from March Road to Hines Road and an east-west laneway extending from Terry Fox Drive to the north-south laneway.

The proposed development comprises 11 mixed-use buildings; two buildings are designated office buildings, and nine buildings are designated residential buildings. A public park is situated nearly central along the south elevation of the subject site.

An eight-storey pentagonal office building and a seven-storey nominally rectangular office building are located at the northwest and northeast corners of the subject site, respectively, fronting March Road.

The northwest building is served by a privately-owned publicly accessible space (P.O.P.S.) along all elevations except at the northeast corner and a P.O.P.S. is situated along the east and south elevations of the northeast building. Two residential towers (30 and 27 storeys), each including a six-storey podium comprising a nominally 'L'-shaped planform, with its short axis-oriented along March Road, are located in between the noted office buildings. From the west to the east, respectively, the center of the subject site includes a residential building comprising two towers (six and eight storeys) above a common two-storey podium, a 25 and 24-storey tower each inclusive of a six-storey podium comprising a nominally 'L'-shaped planform, with its short axis-oriented to the south, and a 24-storey residential building with a four and seven-storey podium. A building comprising two towers (six and eight storeys) above a common single-storey podium is situated at the southwest corner and a nearly identical building is located to its immediate east. A P.O.P.S. is situated in between the two noted buildings. An eight-storey building with a one and six-storey podium is situated at the southeast corner of the subject site.

The near-field surroundings, defined as an area within 200-metres (m) of the subject site, include low-rise residential buildings to the northwest, a mid-rise commercial building to the northeast, and low-rise commercial buildings with parking lots from the south-southeast clockwise to the west. Notably, an existing walkway extending from Terry Fox Drive to Hines Road is situated to the immediate 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 low-rise massing in all compass directions, with isolated high-rise buildings to the east, isolated mid-rise buildings from the northeast clockwise to the west, and open exposures of green spaces from the south clockwise to the east.

Site plans for the proposed and existing massing scenarios are illustrated in Figures 1A and 1B, while Figures 2A-2H illustrate the computational models used to conduct the study. The existing massing scenario includes the existing massing and any future developments approved by the City of Ottawa.

3. OBJECTIVES

The principal objectives of this study are to (i) determine pedestrian level wind 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 criteria¹. 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 stronger wind speeds.

¹ City of Ottawa Terms of References: Wind Analysis
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 radius of 610 m. The process was performed for two context massing scenarios, as noted in Section 2.

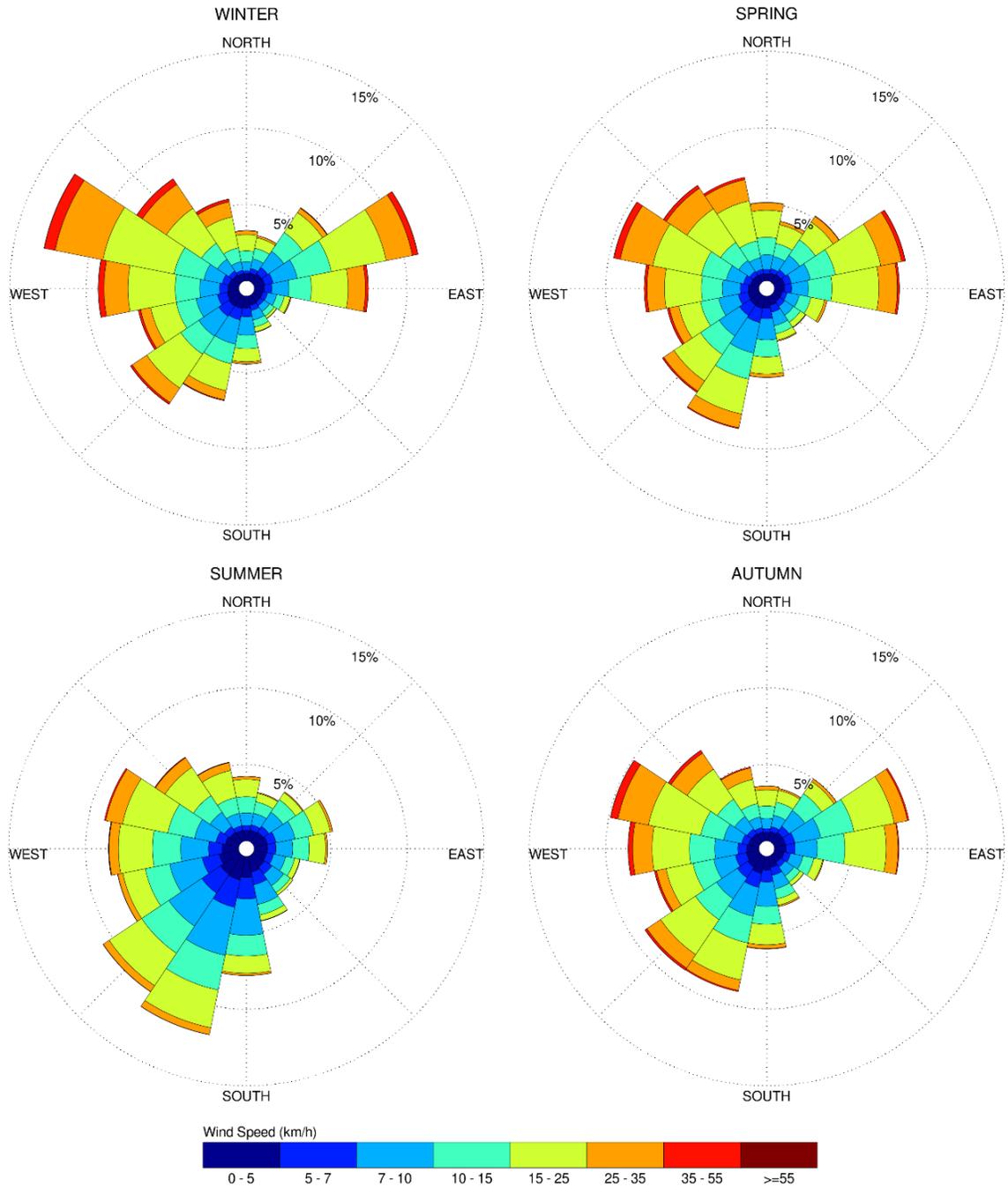
Mean and peak wind speed data obtained over the study site for each wind direction were interpolated to 36 wind directions at 10° intervals, representing the full compass azimuth. Measured wind speeds approximately 1.5 m above local grade were referenced to the wind speed at gradient height to generate 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 prominent 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 prominence 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 Wind Comfort and Safety Criteria – City of Ottawa

Pedestrian wind comfort and safety criteria are based on the mechanical effects of wind without consideration of other meteorological conditions (that is, 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 (that is, 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 / Standing
Café / Patio / Bench / Garden	Sitting / Standing
Transit Stop (Without Shelter)	Standing
Transit Stop (With Shelter)	Walking
Public Park / Plaza	Sitting / Standing
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, illustrating wind conditions at grade level for the proposed and existing massing scenarios. Conditions are presented as continuous contours of wind comfort throughout the subject site and correspond to the comfort classes presented in Section 4.4. 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.

Wind comfort conditions within the grade level are also reported for the typical use period, which is defined as May to October, inclusive. Figure 7 illustrates wind comfort conditions consistent with the comfort classes in Section 4.4. The details of these conditions are summarized in the following pages for each area of interest.

5.1 Wind Comfort Conditions – Ground Floor

Sidewalks and Transit Stops Along Terry Fox Drive: Following the introduction of the proposed development, conditions over the public sidewalks along Terry Fox Drive are predicted to be suitable for sitting during the summer, becoming suitable for a mix of sitting and standing during the spring and autumn, and suitable for standing during the winter. Conditions in the vicinity of the nearby transit stop to the north of Terry Fox Drive are predicted to be suitable for sitting during the summer, becoming suitable for standing throughout the remainder of the year. Conditions in the vicinity of the nearby transit stop to the south of Terry Fox Drive are predicted to be suitable for sitting during the summer, becoming suitable for a mix of sitting and standing during the autumn, and suitable for standing during the winter and spring. The noted conditions are considered acceptable.

Conditions over the sidewalks along Terry Fox Drive with the existing massing are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for standing throughout the remainder of the year. Conditions in the vicinity of the nearby transit stops are predicted to be suitable for sitting during the summer, becoming suitable for standing throughout the remainder of the year. Notably, the introduction of the proposed development is predicted to improve comfort levels over Terry Fox Drive, in comparison to existing conditions, and wind comfort conditions are considered acceptable.

Sidewalks Along Acklam Terrace: Prior to the introduction of the proposed development, conditions over the public sidewalks along Acklam Terrace are predicted to be suitable for sitting during the summer, becoming suitable for a mix of sitting and standing throughout the remainder of the year. The noted conditions remain unchanged following the introduction of the proposed development.

Sidewalks Along March Road: Following the introduction of the proposed development, conditions over the public sidewalks along March Road are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for standing, or better, during the autumn, and suitable for a mix of standing and strolling during the winter and spring. The noted conditions are considered acceptable.

Conditions over the sidewalks along March Road with the existing massing are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for standing, or better, during the autumn, and suitable for standing during the winter and spring. While the introduction of the proposed

development results in windier conditions in comparison to existing conditions, wind comfort conditions are nevertheless considered acceptable.

Sidewalks Along Hines Road: Following the introduction of the proposed development, conditions over the public sidewalks along Hines Road are predicted to be suitable for sitting during the summer, becoming suitable for a mix of sitting and standing throughout the remainder of the year. The noted conditions are considered acceptable.

Conditions over the sidewalks along Hines Road with the existing massing are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for standing throughout the remainder of the year. Notably, the introduction of the proposed development is predicted to improve comfort levels over Hines Road, in comparison to existing conditions, and wind comfort conditions are considered acceptable.

Existing Parking Lot and Walkway West of Subject Site: Following the introduction of the proposed development, conditions over the existing parking along serving the low-rise commercial building to the west are predicted to be suitable for sitting during the summer, becoming suitable for a mix of sitting and standing throughout the remainder of the year. Conditions over the existing walkway extending from Terry Fox Drive to Hines Road are predicted to be suitable for sitting during the summer, suitable mostly for sitting during the spring and autumn, becoming suitable for a mix of sitting and standing during the winter. The noted conditions are considered acceptable.

Conditions over the parking lot 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. Conditions over the walkway are predicted to be suitable for sitting during the summer, becoming suitable for standing throughout the remainder of the year. Notably, the introduction of the proposed development is predicted to improve comfort levels over the noted existing parking lot, in comparison to existing conditions, and wind comfort conditions are considered acceptable.



Surface Parking and Walkways Along Internal Laneways: Conditions over the walkways and surface parking along the laneway situated to the east of the subject site are predicted to be suitable mostly for sitting during the summer, becoming suitable for a mix of sitting and standing throughout the remainder of the year, with an isolated region suitable for strolling during the winter. Conditions over the walkways and surface parking along the remaining laneways within the subject site are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for strolling, or better, throughout the remainder of the year. The noted conditions are considered acceptable.

Northwest P.O.P.S.: During the typical use period, as illustrated in Figure 7, wind comfort conditions over the P.O.P.S. serving the northwest building are predicted to be suitable for sitting within the majority of the area, while regions of standing conditions are predicted at the northwest corner and to the east. During the same period, the areas that are predicted to be suitable for standing are also predicted to be suitable for sitting for at least 76% and 72% of the time at the northwest corner and to the east, respectively, where the target is 80% to achieve the sitting comfort criterion.

Depending on the programming of the P.O.P.S., the noted wind conditions may be considered acceptable. Specifically, if the noted windier areas will not accommodate seating or lounging activities, the noted wind conditions would be considered acceptable. If required by programming, comfort conditions may be improved with landscaping treatments, such as tall wind barriers or dense arrangements of coniferous plantings, installed around sensitive areas.

Public Park and Remaining P.O.P.S.: During the typical use period, as illustrated in Figure 7, wind comfort conditions over the public park situated to the south and the P.O.P.S. near the northeast and southwest corners of the subject site are predicted to be suitable for sitting. The noted conditions are considered acceptable.



Building Access: Conditions in the vicinity of the building access points along the east elevation of the north 30-storey residential building and along the west elevations of the central and east 24-storey residential buildings are predicted to be suitable for standing during the summer and autumn, becoming suitable for a mix of standing and strolling during the spring, and suitable for strolling during the winter. The noted conditions are considered acceptable for secondary building access points, but not for primary entrances. To ensure safe operability throughout the year, we recommend recessing any possible entrances along the noted elevations of the building façades by at least 2 m.

Conditions in the vicinity of all remaining building access points serving the proposed development are predicted to be suitable for standing, or better, throughout the year. The noted conditions are considered acceptable.

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 or surrounding the subject site are expected to experience conditions that could be considered dangerous, as defined in Section 4.4.

5.3 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 (that is, 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.



6. CONCLUSIONS AND RECOMMENDATIONS

A complete summary of the predicted wind conditions is provided in Section 5 and illustrated in Figures 3A-7. 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 experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, transit stops, existing parking lot and walkway west of the subject site, laneways, walkways, surface parking, public park, P.O.P.S., and in the vicinity of building access points, are considered acceptable. Exceptions are as follows:
 - a. Conditions in the vicinity of the possible main building access points along the east elevation of the north 30-storey residential building and along the west elevations of the central and east 24-storey residential buildings are predicted to be suitable for standing during the summer and autumn, becoming suitable for a mix of standing and strolling during the spring, and suitable for strolling during the winter. To ensure safe operability throughout the year, we recommend that the entrance be recessed into the building façade by at least 2 m. This item will be addressed for the future Site Plan Control application submission.
 - b. During the typical use period, conditions over the P.O.P.S. serving the northwest building are predicted to be suitable for sitting within the majority of the area, while regions of standing conditions are predicted at the northwest corner and to the east. Depending on the programming, the noted conditions may be considered acceptable. Specifically, if the areas that are predicted to be suitable for standing will not accommodate seating or lounging activities, the noted conditions would be considered acceptable. If required by programming, comfort conditions over the P.O.P.S. may be improved through landscaping, such as a combination of tall wind barriers and dense arrangements of coniferous plantings, installed around sensitive areas. This item will be addressed for the future Site Plan Control application submission.



- 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, (for example, 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.



Omar Rioseco, B.Eng.
Junior Wind Scientist

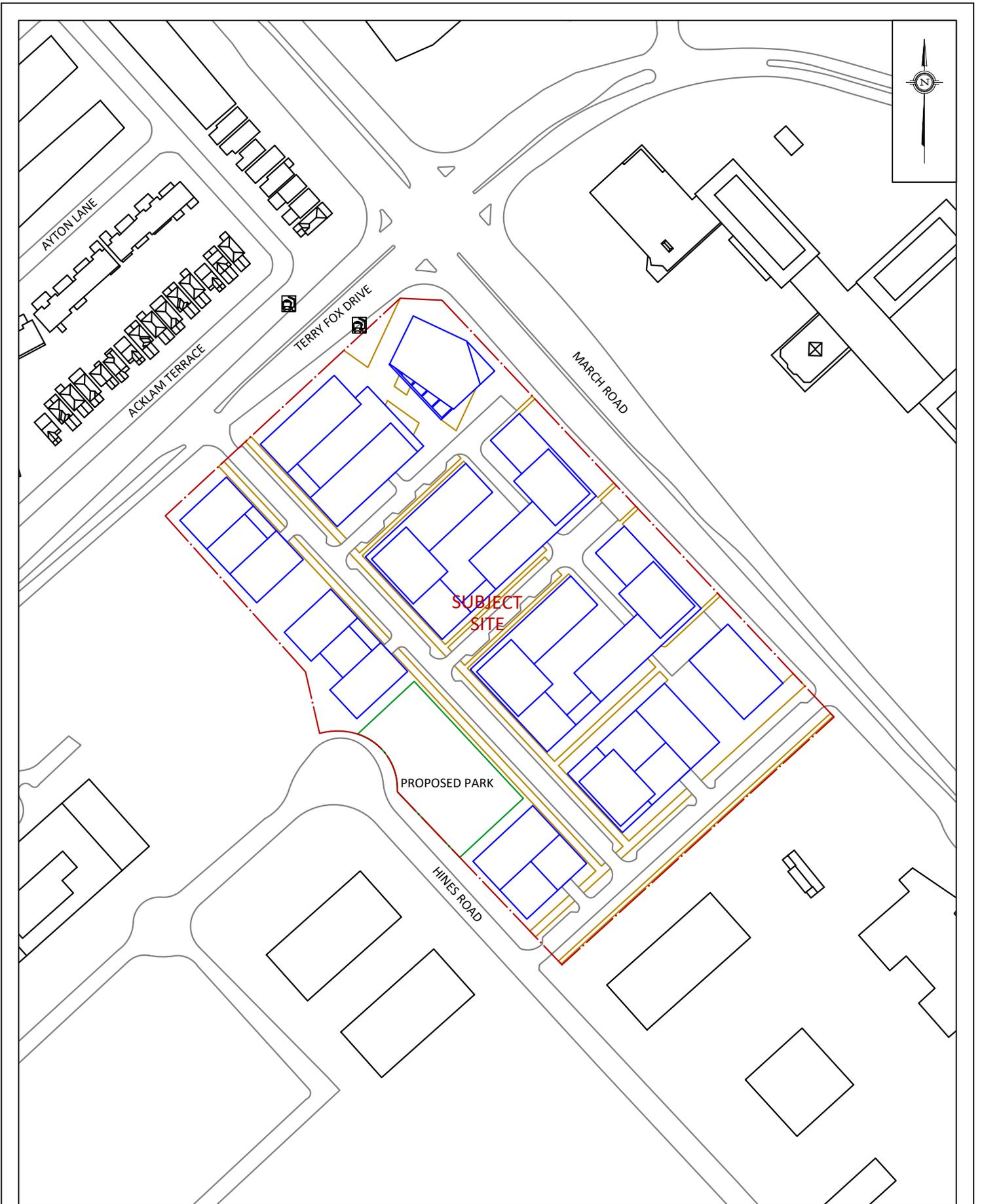


Sunny Kang, B.A.S.
Project Coordinator

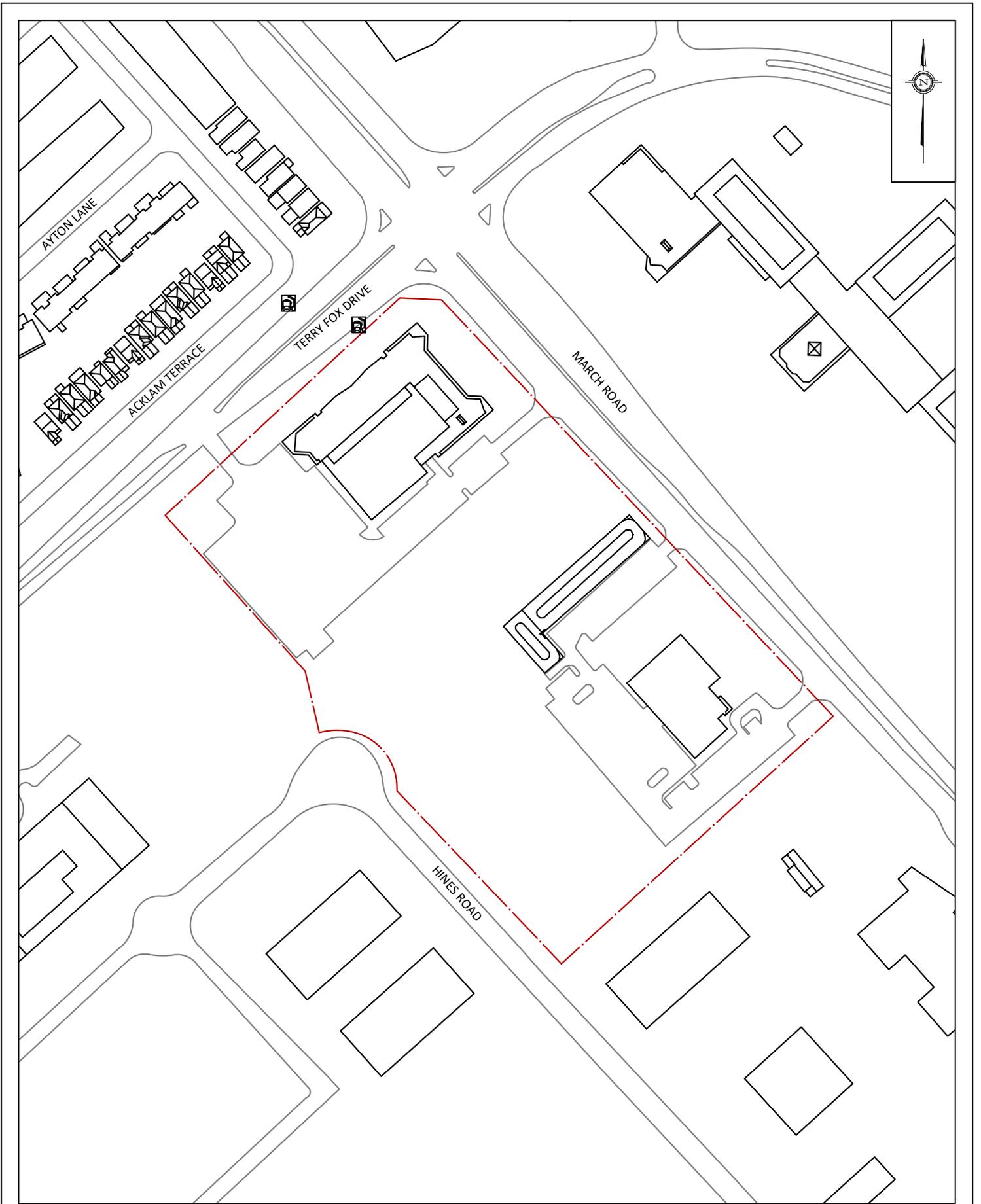


Justin Ferraro, P.Eng.
Principal





GRADIENTWIND ENGINEERS & SCIENTISTS 127 WALGREEN ROAD, OTTAWA, ON 613 836 0934 • GRADIENTWIND.COM	PROJECT	555, 591, 595, 603 MARCH ROAD, OTTAWA PEDESTRIAN LEVEL WIND STUDY		DESCRIPTION	FIGURE 1A: PROPOSED SITE PLAN AND SURROUNDING CONTEXT
	SCALE	1:2500	DRAWING NO.	23-028-PLW-1A	
	DATE	MARCH 14, 2023	DRAWN BY	T.K.	



GRADIENTWIND ENGINEERS & SCIENTISTS 127 WALGREEN ROAD, OTTAWA, ON 613 836 0934 • GRADIENTWIND.COM	PROJECT	555, 591, 595, 603 MARCH ROAD, OTTAWA PEDESTRIAN LEVEL WIND STUDY		DESCRIPTION FIGURE 1B: EXISTING SITE PLAN AND SURROUNDING CONTEXT
	SCALE	1:2500	DRAWING NO. 23-028-PLW-1B	
	DATE	MARCH 14, 2023	DRAWN BY T.K.	

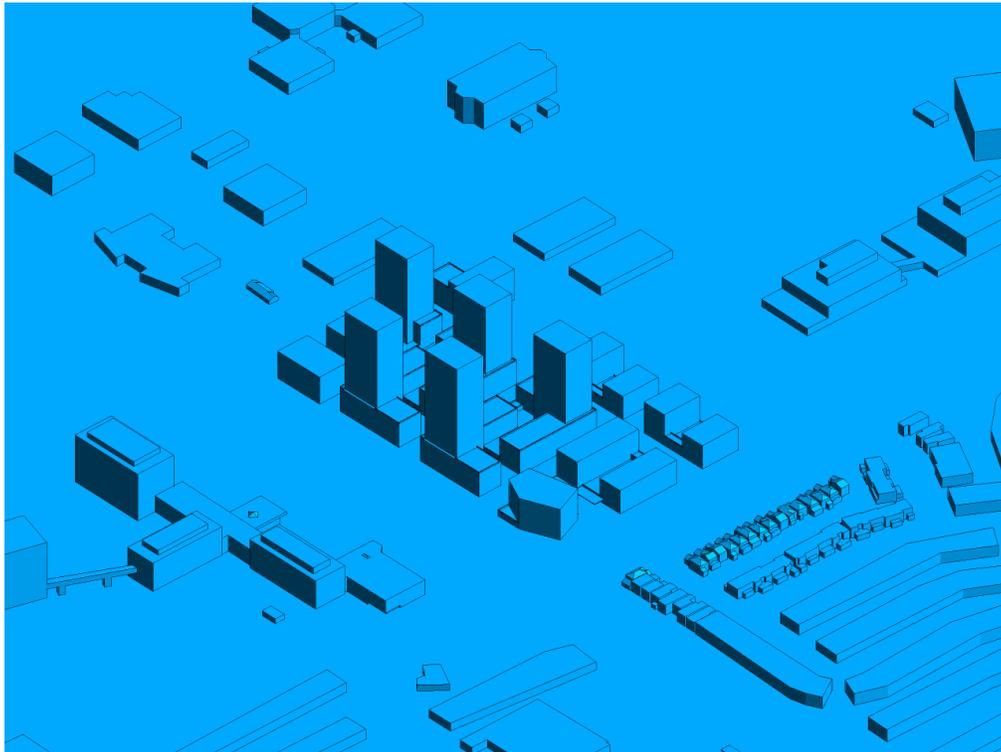


FIGURE 2A: COMPUTATIONAL MODEL, PROPOSED MASSING, NORTH PERSPECTIVE

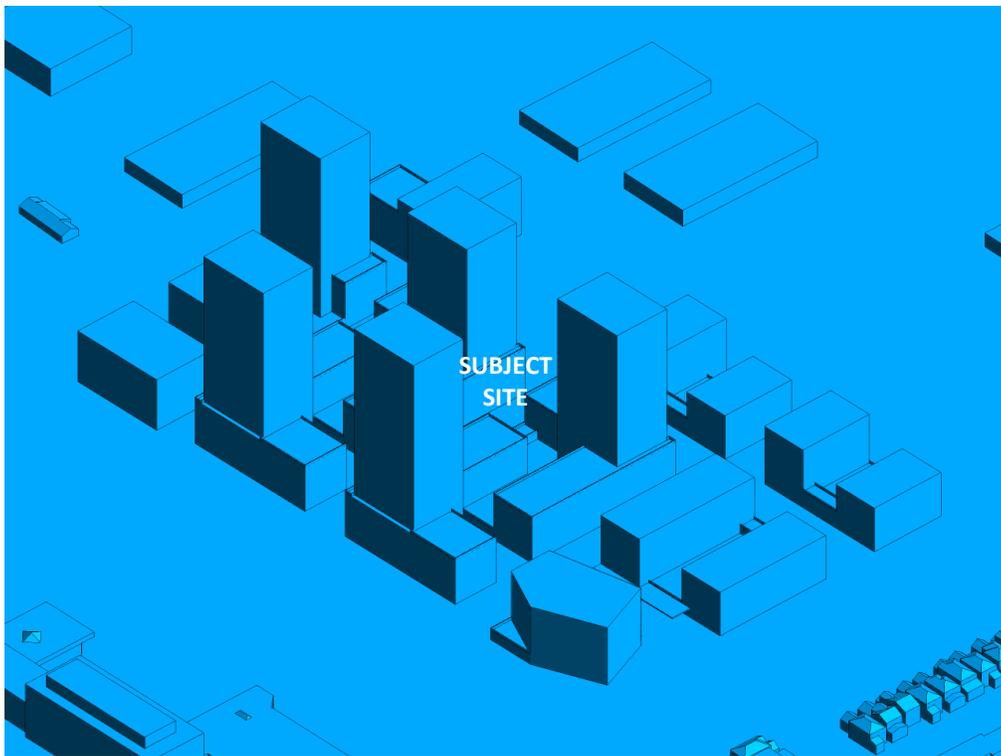


FIGURE 2B: CLOSE UP OF FIGURE 2A





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



FIGURE 2D: CLOSE UP OF FIGURE 2C



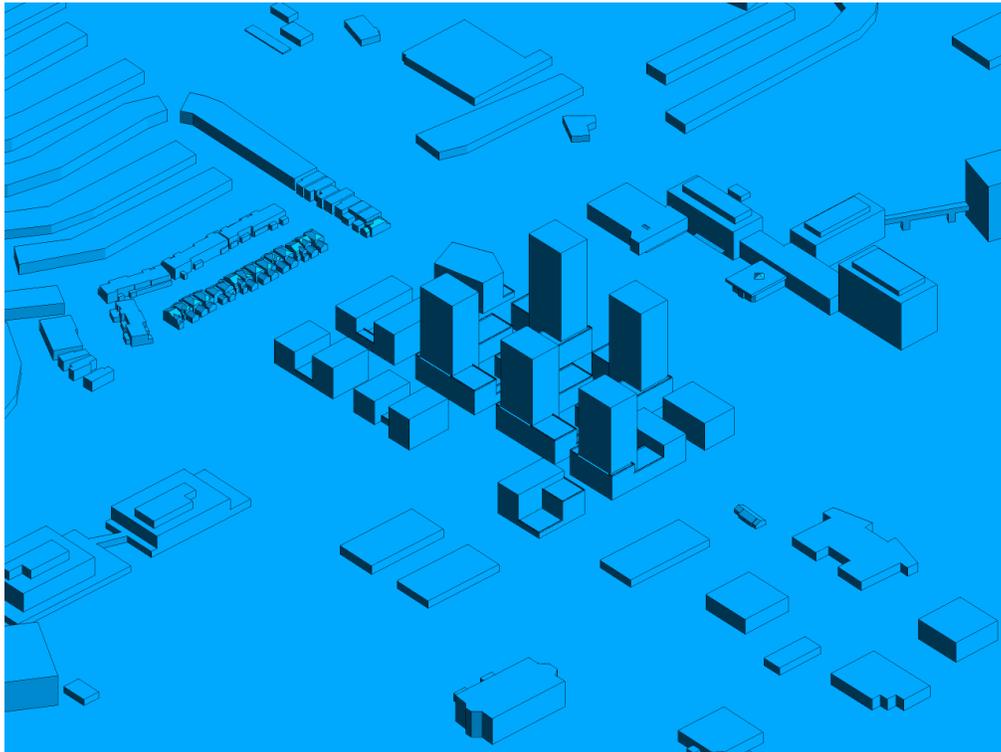


FIGURE 2E: COMPUTATIONAL MODEL, PROPOSED MASSING, SOUTH PERSPECTIVE

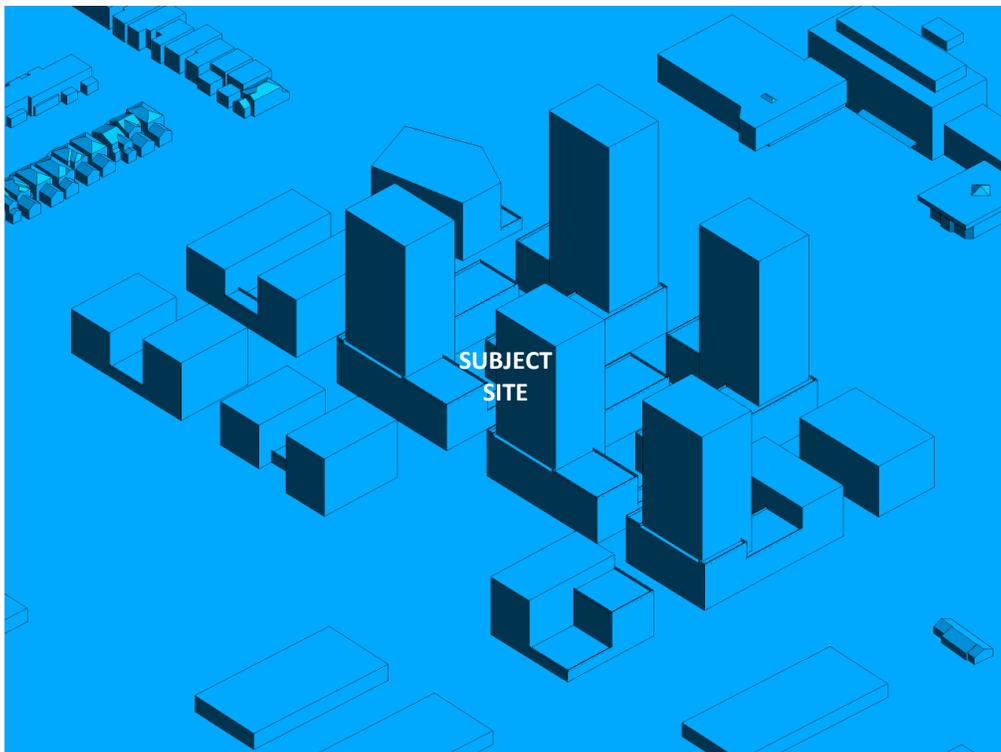


FIGURE 2F: CLOSE UP OF FIGURE 2E





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

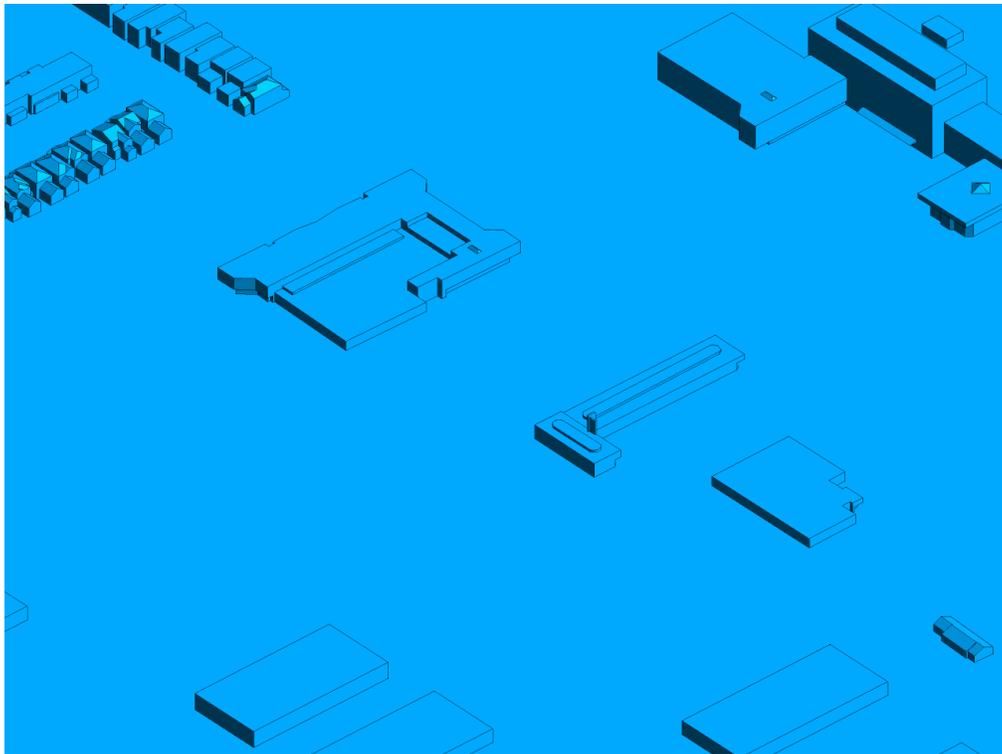


FIGURE 2H: CLOSE UP OF FIGURE 2G



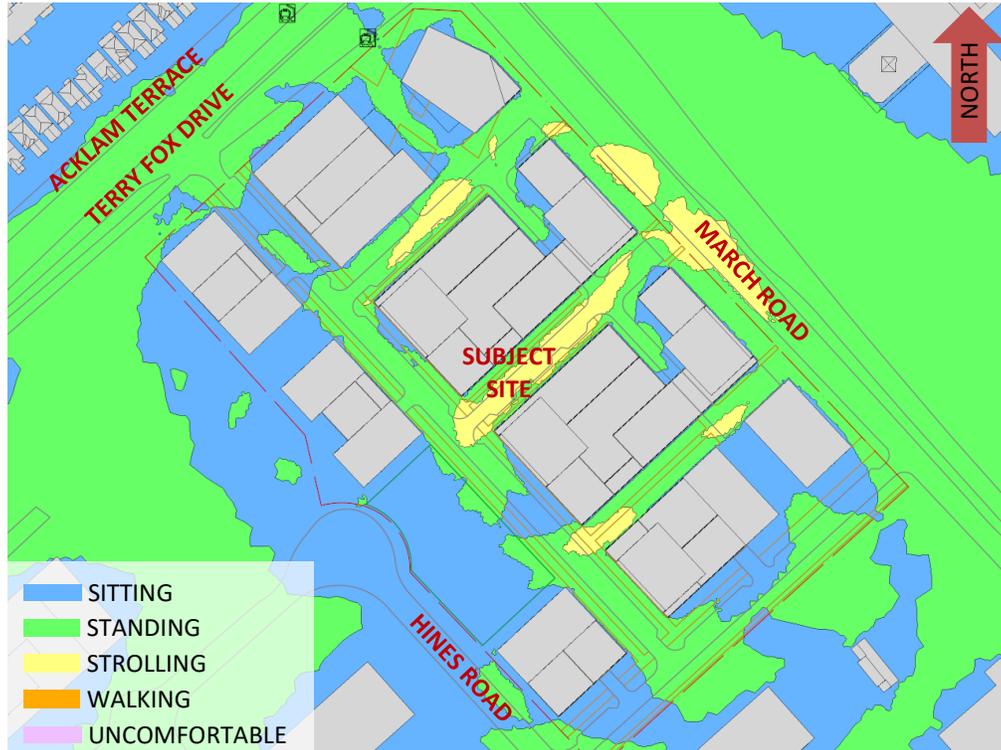


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

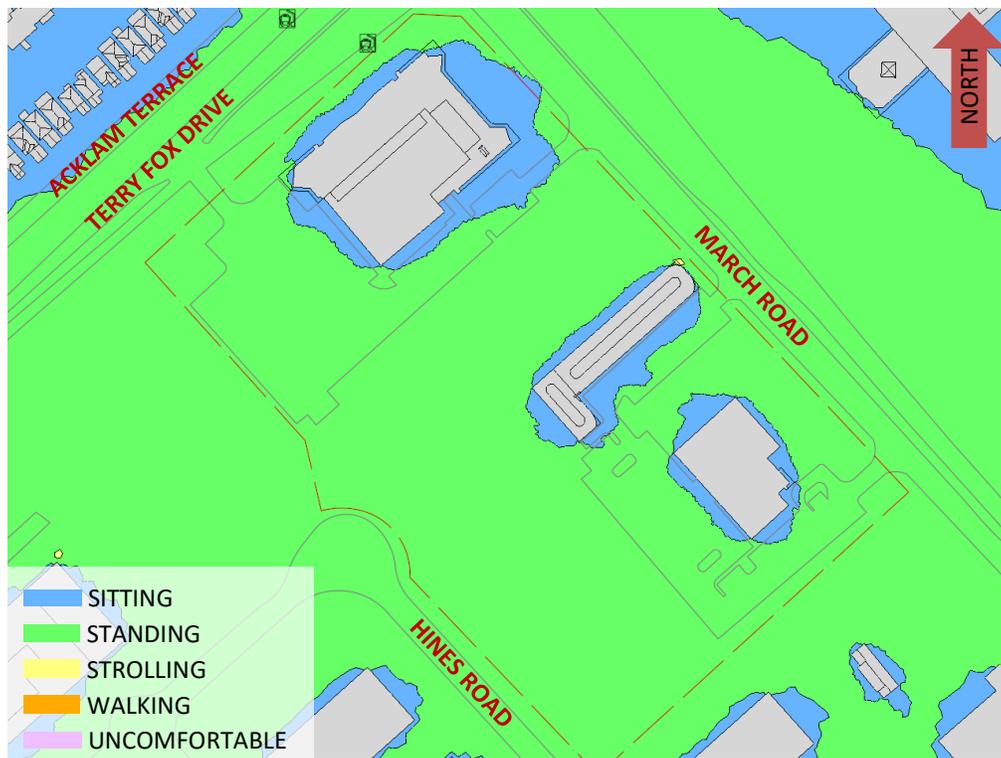


FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL – EXISTING MASSING



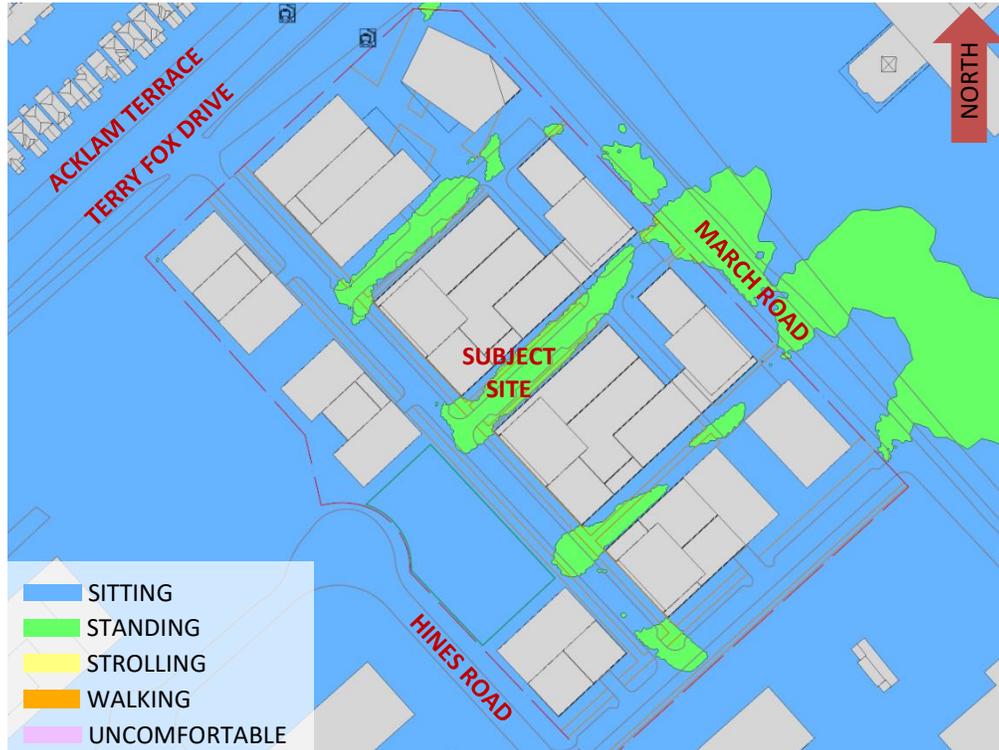


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING



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



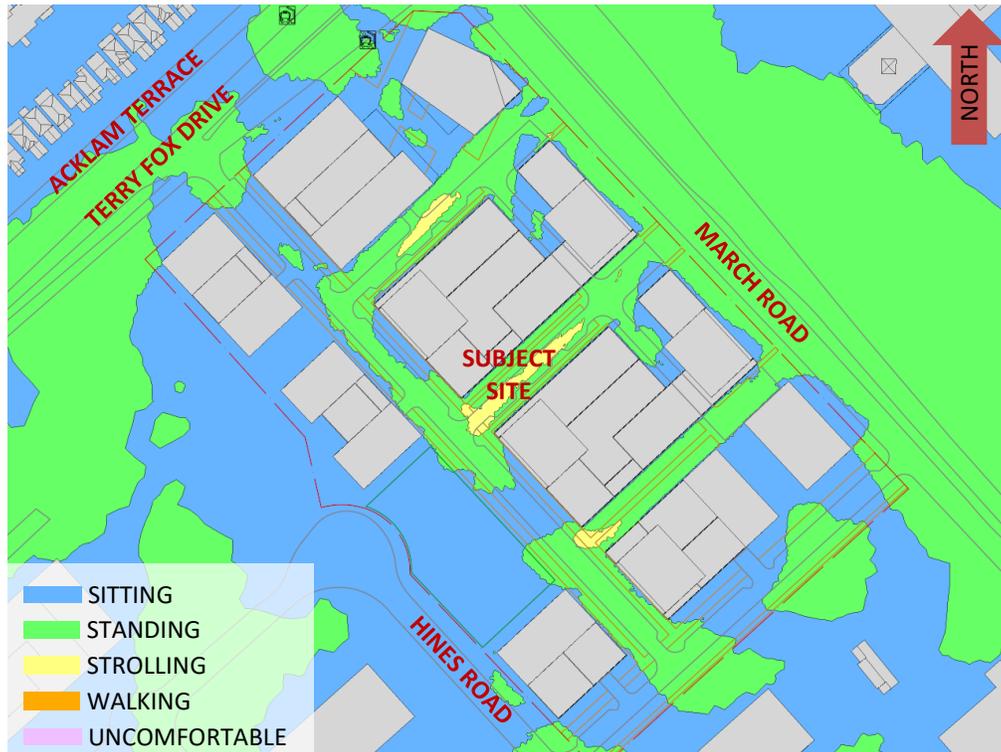


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

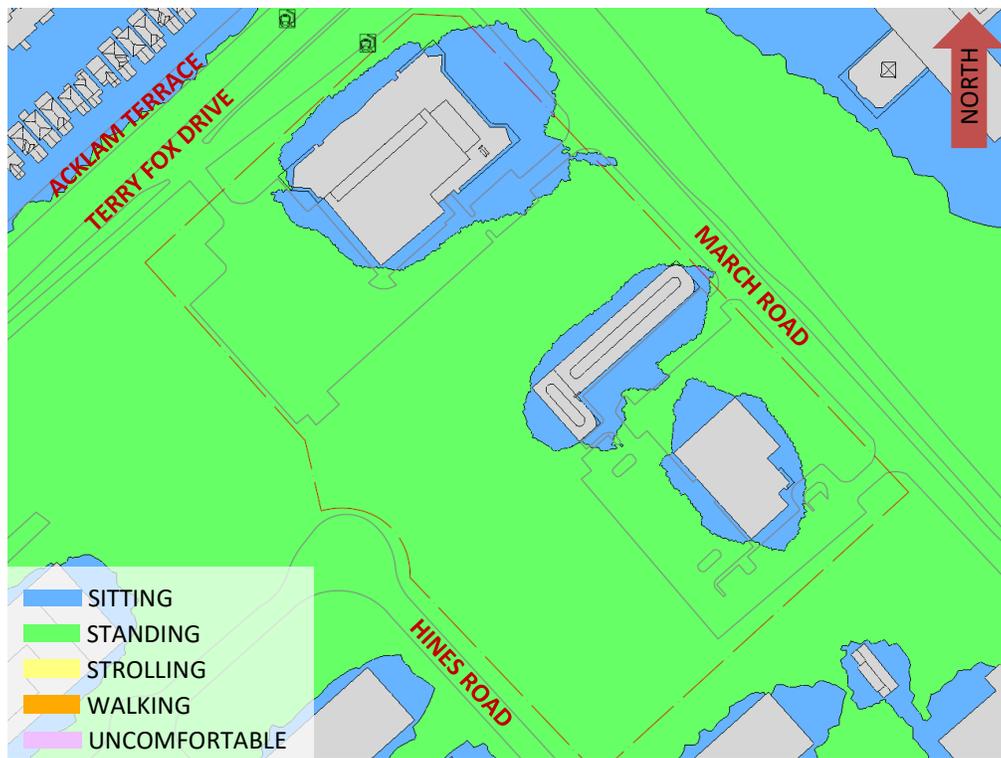


FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL – EXISTING MASSING



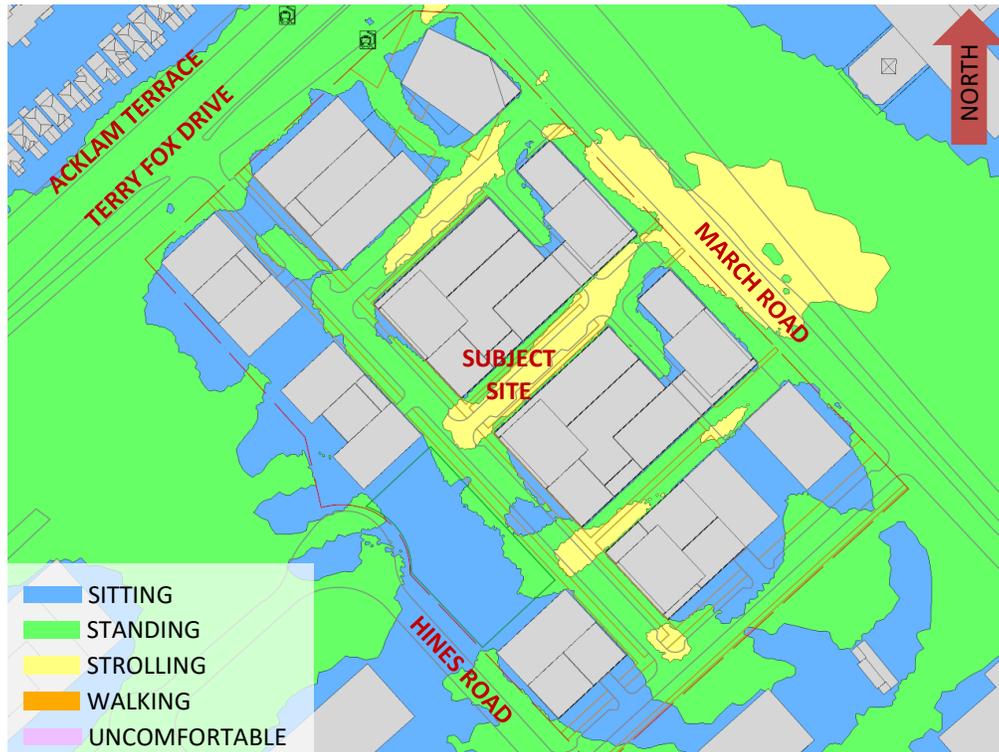


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

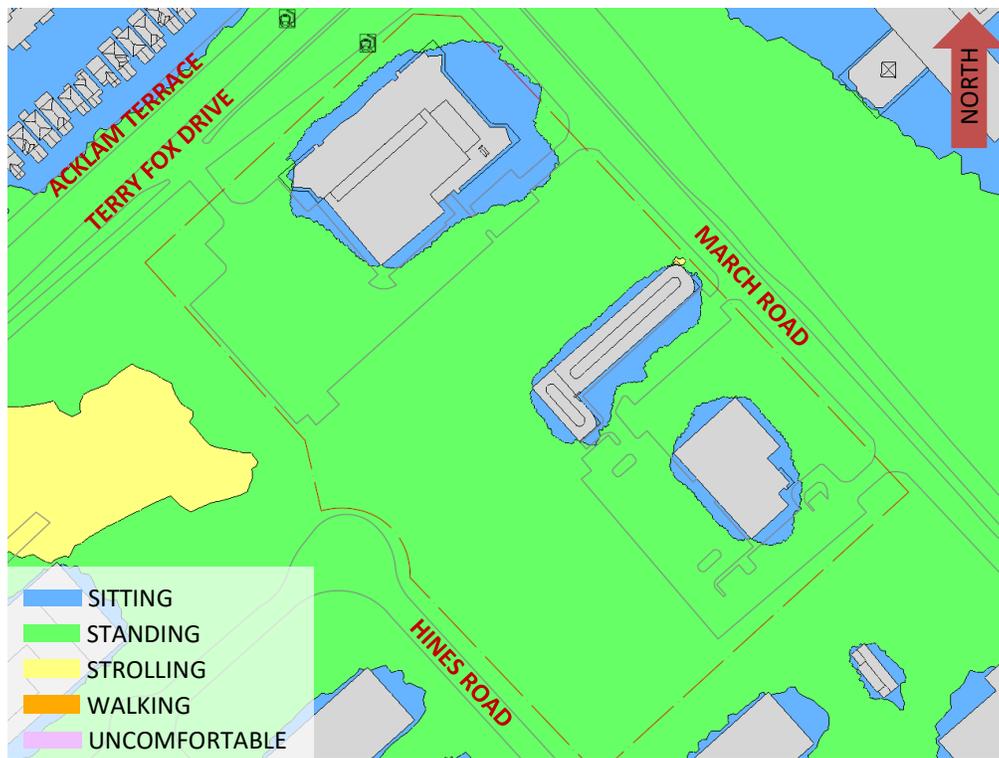


FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL – EXISTING MASSING



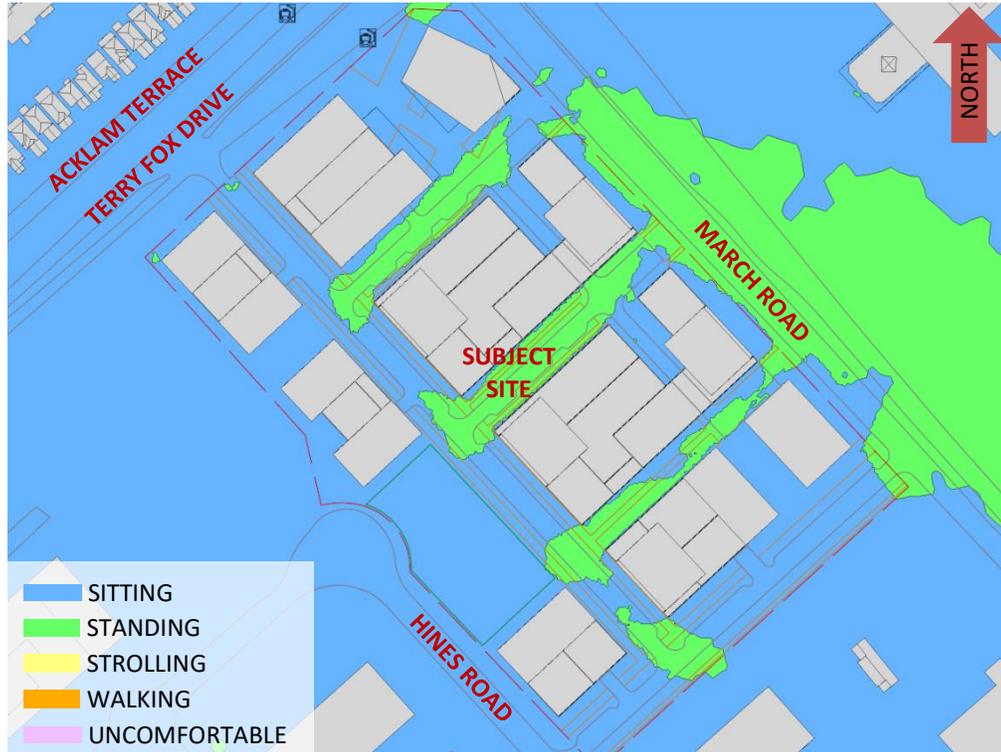


FIGURE 7: TYPICAL USE PERIOD – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING



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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 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 (that is, 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	0.21
49	0.20
74	0.20
103	0.22
167	0.23
197	0.21
217	0.20
237	0.21
262	0.21
282	0.22
301	0.22
324	0.21

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).

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

$$L_t(Z) = \begin{cases} 100 \text{ m} \sqrt{\frac{Z}{30}}, & Z > 30 \text{ m} \\ 100 \text{ m}, & Z \leq 30 \text{ m} \end{cases} \quad \text{Equation (3)}$$

where, I = turbulence intensity, L_t = turbulence length scale, Z = height above ground, and 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.

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