

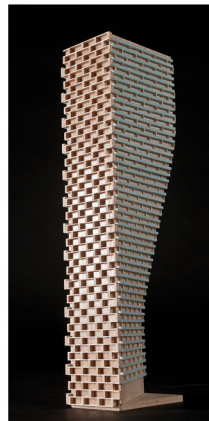
GRADIENTWIND

ENGINEERS & SCIENTISTS

PEDESTRIAN LEVEL WIND STUDY

861 Clyde Avenue North
Ottawa, Ontario

Report: 20-213-PLW



October 27, 2020

PREPARED FOR

Claridge Homes
210 Gladstone Avenue
Ottawa, ON K2P 0Y6

PREPARED BY

Edward Urbanski, M.Eng., Junior Wind Scientist
Steven Hall, M.A.Sc., P.Eng., Wind Engineer
Justin Ferraro, P.Eng., Principal

EXECUTIVE SUMMARY

This report describes a pedestrian level wind (PLW) study undertaken to satisfy the requirements for a Zoning By-law Amendment (ZBA) application submission for a proposed multi-building development located at 861 Clyde Avenue North in Ottawa, Ontario (hereinafter referred to as “subject site”). Our mandate within this study is to investigate pedestrian wind comfort and safety within and surrounding the subject site, and to identify any areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, as required.

The study involves simulation of wind speeds for selected wind directions in a three-dimensional computer model using the computational fluid dynamics technique, combined with meteorological data integration, to assess pedestrian wind conditions 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-3D, and summarized as follows:

- 1) We recommend that windy conditions in some key areas, and any associated mitigation, be confirmed for the site plan control submission, which will require a PLW study via wind tunnel testing on a physical scale model of the subject site in its surroundings. Specifically, this study should confirm wind conditions and mitigation for the following areas at grade:
 - a. The driveway beneath Tower F. This area is predicted to experience conditions that may be uncomfortable for walking during the winter. Several options are available to improve pedestrian comfort, including closing pedestrian access during the winter, placing warning signs during the winter, installing wind barriers to provide shelter against winds, or installing handrails to assist pedestrians during windy events. Conditions are predicted to be acceptable the remainder of the year.
 - b. The podium roof between Towers E and F. This area is predicted to experience conditions that may be uncomfortable for walking during the winter. Several options are available to improve pedestrian comfort, including placing warning signs during the winter, installing wind barriers to provide shelter against winds, or installing handrails to assist pedestrians during windy events. Conditions are predicted to be acceptable the remainder of the year.



- 2) The building entrances between Towers E and F are predicted to experience conditions that are acceptable for secondary entrances. If the entrances in this area are intended as primary entrances, several options for mitigation are available. These options include recessing the entrances to provide additional shelter or installing wind barriers around the entrance. Mitigation strategies could be developed in collaboration with the building and landscape architects for the site plan control submission to ensure the comfort criteria are satisfied.
- 3) The Level 3 podium roof between Towers C and D and Building G is predicted to experience conditions that are acceptable for pedestrian transit. If the programming of the space is intended to accommodate sitting or more sedentary activities, mitigation in the form of wind barriers may be installed around local areas where sitting conditions are required. Mitigation strategies could be developed in collaboration with the building and landscape architects for the site plan control submission to ensure the comfort criteria are satisfied.
- 4) The walkway along the south elevation is predicted to experience conditions that are acceptable for leisurely pedestrian transit. If the programming of the space is intended to incorporate space for sitting or more sedentary activities during the typical use period of late spring through early autumn, it is recommended that these spaces be located in the calmer areas, as indicated by Figure 3B. Of note, the area to the southeast of Towers C and D is predicted to remain suitable for sitting throughout the year.
- 5) All other grade-level areas within and surrounding the subject site will be acceptable for the intended pedestrian uses throughout the year. Specifically, wind conditions over surrounding sidewalks, walkways, the public park, and building access points, are considered acceptable for the intended pedestrian uses throughout the year.
- 6) Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas surrounding the subject site at grade level or within the common amenity terrace were found to experience conditions that could be considered dangerous.
- 7) 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.

TABLE OF CONTENTS

1. INTRODUCTION	1
2. TERMS OF REFERENCE	1
3. OBJECTIVES	3
4. METHODOLOGY.....	3
4.1 Computer-Based Context Modelling	3
4.2 Wind Speed Measurements	4
4.3 Meteorological Data Analysis.....	5
4.4 Pedestrian Comfort and Safety Criteria – City of Ottawa	7
5. RESULTS AND DISCUSSION	9
5.1 Wind Comfort Conditions.....	9
5.2 Wind Safety – Grade Level	13
5.3 Applicability of Results.....	13
6. CONCLUSIONS AND RECOMMENDATIONS.....	14

FIGURES

APPENDICES

Appendix A – Simulation of the Atmospheric Boundary Layer



1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Claridge Homes to undertake a pedestrian level wind (PLW) study to satisfy the requirements for a Zoning By-law Amendment (ZBA) application submission for the proposed development located at 861 Clyde Avenue in Ottawa, Ontario (hereinafter referred to as “subject site”). Our mandate within this study is to investigate pedestrian wind comfort and safety within and surrounding the subject site, and to identify any areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, as required.

Our work is based on industry standard computer simulations using the computational fluid dynamics (CFD) technique and data analysis procedures, City of Ottawa wind comfort and safety criteria, architectural drawings prepared by EVOQ Architecture Inc., in September 2020, 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 the south side of a parcel of land bounded by Clyde Avenue North to the west, Carling Avenue to the north, Churchill Avenue North to the northeast, and Highway 417 to the southwest. Throughout this report, the Highway 417 elevation is referred to as the south elevation.



*Rendering, North Perspective
(Courtesy of EVOQ Architecture)*

The development comprises three 30-storey (plus a mechanical penthouse) residential towers labelled Towers A, B and F, three 25-storey (plus a mechanical penthouse) residential towers labelled Towers C, D and E, and an 8-storey residential building labelled Building G. Towers A through F are aligned northeast-to-southwest along the south perimeter of the site, while Building G is located centrally at the north side of the site. At grade, a public park is proposed



at the northwest corner of the site and a landscaped pedestrian walkway is proposed along the south perimeter of the site situated between the towers and Highway 417.

Towers A and B share a 6-storey podium, Towers C and D share a 6-storey podium, and Towers E and F each include separate 6-storey podia. Additionally, Tower C, Tower D and Building G share a large, common 2-storey podium, in which its rooftop provides exterior pedestrian access to the third floor of the noted buildings from a staircase at the northwest corner. Similarly, Towers E and F share a common 2-storey podium, accessible by a staircase at the southeast corner. A bridge at the north side of the site, to the west of Building G, provides pedestrian access between the rooftop of the 2-storey podia. The interior space of the 2-storey podia, as well as Levels 1 and 2 of the 6-storey podium shared between Towers A and B, includes vehicular parking at the south side and centre of the floorplan surrounded by commercial units, indoor amenity space, lobbies, and townhomes in the remaining spaces. Indoor amenity spaces are provided at Level 3 of each tower, while the floors above are largely reserved for residential units.

Internal driveways, extending along the north side of the site and the south side of the proposed public park, provide access to the site from Clyde Avenue North and Churchill Avenue North. The driveways intersect the 6-storey podium of Tower F and separate the 2-storey podia. The vehicular entrances to the parking lots are provided at the east side of the shared podium of Towers A and B, the east and west side of the shared podium of Towers C and D, and the west side of Tower E. Two bridges are provided at the south side of Level 2 between the podia, as well as at Level 2 between the blocks of townhomes.

The near-field surroundings (defined as an area within 200 metres (m) of the subject site) include mostly low-rise commercial developments in all directions. Notably, there is a 9-storey development at 1600 Carling Avenue to the northeast of the subject site. Highway 417 (The Queensway) lies to the immediate southeast of the subject site. 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 by a mix of mostly low- and mid-rise buildings from the southwest clockwise to the east, and by a mix of greenspace, and low- and mid-rise buildings from the east clockwise to the southwest. The Central Experimental Farm lies approximately 1.4 km to the east-southeast of the subject site, and the Ottawa River flows southwest to northeast approximately 1.9 km to the northwest of the subject site.



Key areas under consideration include surrounding sidewalks, walkways, bus stops, and building access points. Figure 1 illustrates the subject site and surrounding context, while Figures 2A-2D illustrate the computational model used to conduct the study.

3. OBJECTIVES

The principal objectives of this study are to (i) determine pedestrian level wind comfort and safety conditions at key areas within and surrounding the development site; (ii) identify areas where wind conditions may interfere with the intended uses of outdoor spaces; and (iii) recommend suitable mitigation measures, where required.

4. METHODOLOGY

The approach followed to quantify pedestrian wind conditions over the site is based on CFD simulations of wind speeds across the study site within a virtual environment, meteorological analysis of the Ottawa area wind climate, and synthesis of computational data with City of Ottawa wind comfort and safety 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.

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

An industry standard practice is to omit trees, vegetation, and other existing and planned landscape elements from the model due to the difficulty of providing accurate seasonal representation of vegetation. The omission of trees and other landscaping elements produces slightly more conservative (i.e., windier) wind speed values.

4.2 Wind Speed Measurements

The PLW analysis was performed by simulating wind flows and gathering velocity data over a CFD model of the site for 12 wind directions. The CFD simulation model was centered on the study building, complete with surrounding massing within a diameter of approximately 820 m.

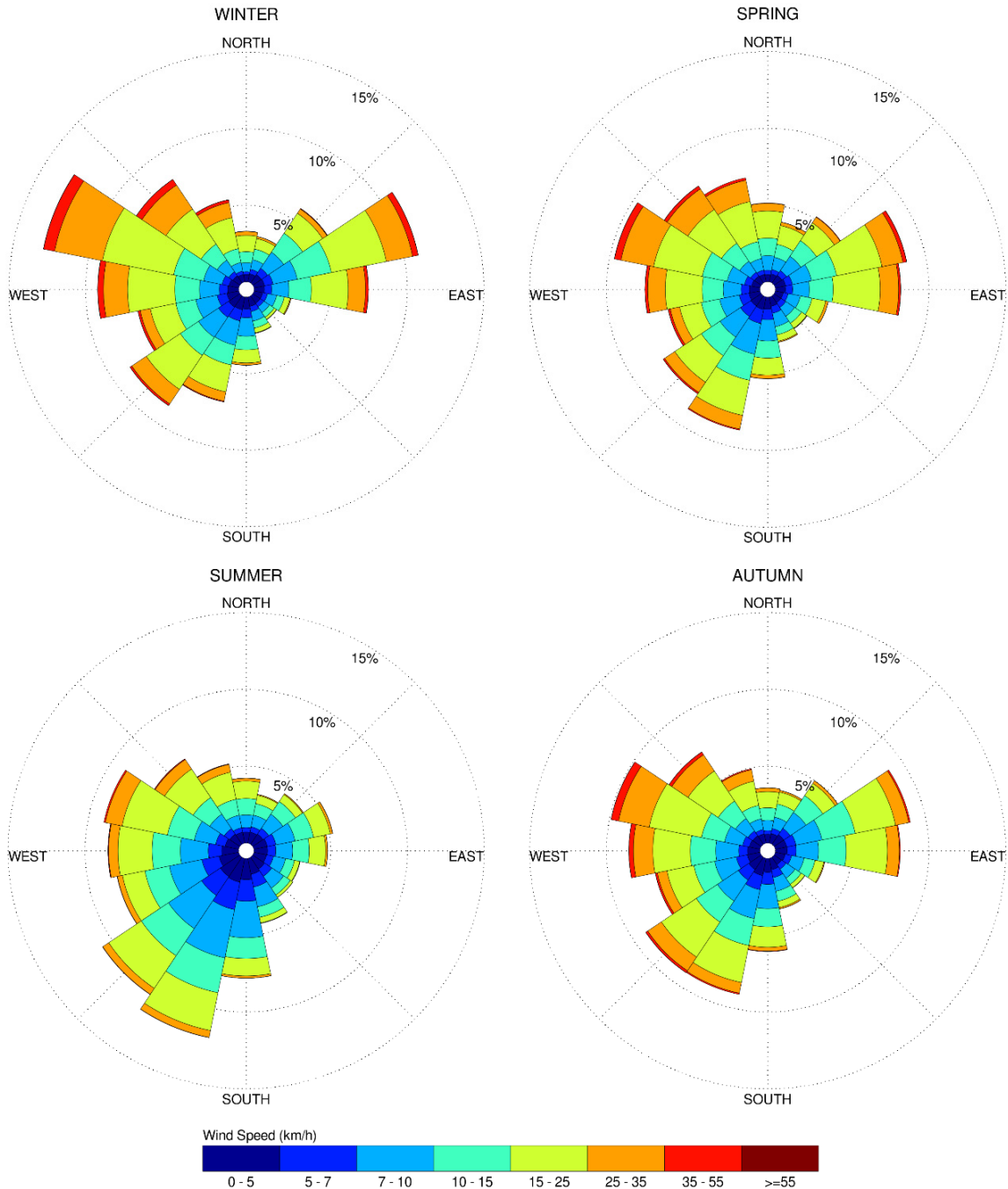
Mean and peak wind speed data obtained over the study site for each wind direction were interpolated to 36 wind directions at 10° intervals, representing the full compass azimuth. Measured wind speeds approximately 1.5 m above local grade were referenced to the wind speed at gradient height to generate 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 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. Based on this portion of analysis, the four seasons are represented by grouping data from consecutive months based on similarity of weather patterns, and not according to the traditional calendar method. The winter season is defined as December-March, spring as April-May, summer as June-September, and autumn as October-November.

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 80% 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 mean gust speed ranges are selected based on 'The Beaufort Scale', which describes the effect of forces produced by varying wind speeds on levels on objects.

THE BEAUFORT SCALE

Number	Description	Wind Speed (km/h)		Description
		Mean	Gust (Peak)	
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 (gust equivalent mean wind speed of 16 km/h) was 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 (gust equivalent mean wind speed of 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 most of these criteria are based on subjective reactions of a population to wind forces, their application is partly based on experience and judgment.

Once the pedestrian wind speed predictions have been established throughout the site, the assessment of pedestrian comfort involves determining the suitability of the predicted wind conditions for discrete regions within and surrounding the subject site. This step involves comparing the predicted comfort classes to the desired comfort classes, which are dictated by the location type for each region (i.e., a sidewalk, building entrance, amenity space, or other). An overview of common pedestrian location types and their desired comfort classes are summarized on the following page.



DESIRED PEDESTRIAN COMFORT CLASSES FOR VARIOUS LOCATION TYPES

Location Types	Desired Comfort Classes
Primary Building Entrance	Standing
Secondary Building Access Point	Walking
Primary Public Sidewalk	Strolling / Walking
Secondary Public Sidewalk / Bicycle Path	Walking
Outdoor Amenity Space	Sitting / Standing / Strolling
Café / Patio / Bench / Garden	Sitting
Transit Stop	Sitting / Standing
Public Park / Plaza	Standing / Strolling
Garage / Service Entrance	Walking
Parking Lot	Strolling / Walking
Vehicular Drop-Off Zone	Standing / Strolling / Walking

5. RESULTS AND DISCUSSION

The following discussion of predicted pedestrian wind conditions is accompanied by Figures 3A-3D (following the main text) illustrating the seasonal wind conditions at grade level. The colour contours indicate various comfort classes predicted for certain regions. Wind conditions comfortable for sitting or more sedentary activities are represented by the colour green, standing are represented by yellow, strolling by orange, walking by blue, while conditions considered uncomfortable for walking are represented by the colour magenta. Pedestrian comfort is summarized below for each area of interest.

5.1 Wind Comfort Conditions

Sidewalk and Building Entrances along Clyde Avenue North: Conditions over the sidewalk along Clyde Avenue North are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for a mix of sitting, standing, and strolling throughout the remainder of the year. Owing to the protection of the façade, conditions in the immediate vicinity of building entrances are generally calmer than those along the adjacent sidewalk. For the building entrances along Clyde Avenue North, conditions 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.

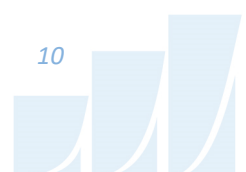


Laneway and Building Entrances along North Elevation of Towers A and B: Conditions over the laneway along the north elevation of Towers A and B are predicted to be suitable for a mix of sitting and standing during the spring, summer, and autumn, becoming suitable for a mix of sitting, standing, and strolling during the winter. Owing to the protection of the façade, conditions in the vicinity of building entrances are predicted to be suitable for sitting during the summer, becoming suitable for a mix of sitting and standing during the remainder of the year. The noted conditions are considered acceptable.

Laneway and Building Entrances along North Elevation of Towers E and F and Building G: Conditions over the driveway beneath Tower F are somewhat windy, and are predicted to be suitable for standing during the summer, becoming suitable for walking, or better, during the spring and autumn. During the winter, a small region of the driveway beneath Tower F may experience conditions that are considered uncomfortable for walking, as illustrated in Figure 3D. Several options are available to improve pedestrian comfort, including closing pedestrian access during the winter, placing warning signs during the winter, installing wind barriers to provide shelter against winds, or installing handrails to assist pedestrians during windy events. We recommend that the wind conditions, and any associated mitigation, be confirmed for the site plan control application, which will require a pedestrian level wind study via wind tunnel testing on a physical scale model of the subject site in its surroundings.

Conditions over the remainder of the laneway along the north elevation of Towers E and F and Building G are predicted to be suitable for sitting during the summer, becoming suitable for a mix of sitting and standing during the three colder seasons. Owing to the protection of the façade, conditions in the vicinity of building entrances 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 according to the wind comfort criteria in Section 4.4.

Public Park at Northwest Corner of Subject Site: Conditions over the public park at the northwest corner of the subject site are predicted to be suitable for sitting during the typical use period of late spring through early autumn, becoming suitable for a mix of sitting and standing throughout the remainder of the year. During the colder months, the standing conditions are located towards the south and east of the park, while the northwest corner of the park remains suitable for sitting. The noted conditions are considered acceptable.



Sidewalk, Parking Access, and Building Entrances Between Towers B and C: Conditions over the walkway between Towers B and C are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for a mix of sitting, standing, and strolling during the autumn, and for walking, or better, during the spring and winter. Owing to the protection of the façade, conditions in the vicinity of building entrances between Towers B and C 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. During the colder months, conditions in the vicinity of the parking access beneath the elevated walkway are predicted to be suitable for strolling, or better, which is considered acceptable for secondary entrances. The noted conditions are considered acceptable according to the wind comfort criteria in Section 4.4.

Sidewalk, Parking Access, and Building Entrances Between Towers D and E: Conditions over the walkway between Towers D and E are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for a mix of sitting, standing, and strolling during the autumn, and for walking, or better, during the spring and winter. Owing to the protection of the façade, conditions in the vicinity of building entrances between Towers D and E 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 in the vicinity of the parking access beneath the elevated walkway are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for strolling, or better, during the remainder of the year, which is considered acceptable for secondary entrances. The noted conditions are considered acceptable.

Level 3 Podium Roof and Building Entrances Between Towers C and D and Building G: Conditions over the podium roof between Towers C and D and Building G are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for a mix of sitting, standing, and strolling throughout the remainder of the year. Owing to the protection of the façade, conditions in the vicinity of building entrances 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 if the programming of the space is primarily for pedestrian transit. If the programming of the space is intended to accommodate sitting or more sedentary activities, mitigation in the form of tall wind barriers may be installed around local areas where sitting conditions are required. Mitigation strategies could be developed in collaboration with the building and landscape architects for the site plan control submission to ensure the comfort criteria are satisfied.



Level 3 Podium Roof and Building Entrances Between Towers E and F: Conditions over the podium roof between Towers E and F are predicted to be suitable for mostly standing during the summer, becoming suitable for walking, or better, during the spring and autumn. During the winter, a small region near the centre of the walkway may experience conditions that are considered uncomfortable for walking. Several options are available to improve pedestrian comfort, including closing pedestrian access during the winter, placing warning signs during the winter, installing wind barriers to provide shelter against winds, or installing handrails to assist pedestrians during windy events. Conditions will be acceptable the remainder of the year. We recommend that the wind conditions, and any associated mitigation, be confirmed for the site plan control submission, which will require a pedestrian level wind study via wind tunnel testing on a physical scale model of the subject site in its surroundings.

Owing to the protection of the façade, conditions in the vicinity of building entrances are predicted to be suitable for a mix of sitting or standing during the summer, becoming suitable for strolling, or better, during the autumn, and for walking, or better, during the spring and winter. The noted conditions are considered acceptable for secondary entrances. If the entrances in this area are intended as primary entrances, several options for mitigation are available. These options include recessing the building entrances to provide additional shelter or installing wind barriers around the entrance. Mitigation strategies could be developed in collaboration with the building and landscape architects for the site plan control submission to ensure the comfort criteria are satisfied.

Sidewalk along Churchill Avenue North: Conditions over the sidewalk along Churchill Avenue North are predicted to be suitable for a mix of sitting and standing during the summer, becoming mostly suitable for a mix of sitting, standing, and strolling throughout the remainder of the year. During the winter, a small region at the northeast corner of the subject site will be suitable for walking. The noted conditions are considered acceptable.



Walkway along South Elevation of Subject Site: Conditions over the walkway along the south elevation of the subject site are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for a mix of sitting, standing, and strolling throughout the remainder of the year. The noted conditions are considered acceptable for leisurely pedestrian transit. If the programming of the space is intended to incorporate space for sitting or more sedentary activities during the typical use period of late spring through early autumn, it is recommended that these spaces be located in the calmer areas indicated by Figure 3B (summer season). Of note, the area to the southeast of Towers C and D is predicted to remain suitable for sitting throughout the year.

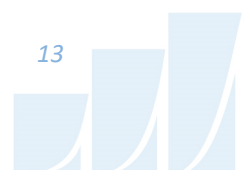
5.2 Wind Safety – Grade Level

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

5.3 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. In general, development in urban centers generally creates reduction in the mean wind speeds and localized increases in the gustiness of the wind.

Regarding primary and secondary building access points, wind conditions predicted in this study are only applicable to pedestrian comfort and safety. As such, the results should not be construed to indicate wind loading on doors and associated hardware.



6. CONCLUSIONS AND RECOMMENDATIONS

A complete summary of the predicted wind comfort and safety conditions is provided in Section 5 and illustrated in Figures 3A-3D. Based on computer simulations using the CFD technique, meteorological data analysis of the Ottawa wind climate, City of Ottawa wind comfort and safety criteria, and experience with similar developments in Ottawa, we conclude the following:

- 1) We recommend that windy conditions in some key areas, and any associated mitigation, be confirmed for the site plan control submission, which will require a PLW study via wind tunnel testing on a physical scale model of the subject site in its surroundings. Specifically, this study should confirm wind conditions and mitigation for the following areas at grade:
 - a. The driveway beneath Tower F. This area is predicted to experience conditions that may be uncomfortable for walking during the winter. Several options are available to improve pedestrian comfort, including closing pedestrian access during the winter, placing warning signs during the winter, installing wind barriers to provide shelter against winds, or installing handrails to assist pedestrians during windy events. Conditions are predicted to be acceptable the remainder of the year.
 - b. The podium roof between Towers E and F. This area is predicted to experience conditions that may be uncomfortable for walking during the winter. Several options are available to improve pedestrian comfort, including placing warning signs during the winter, installing wind barriers to provide shelter against winds, or installing handrails to assist pedestrians during windy events. Conditions are predicted to be acceptable the remainder of the year.
- 2) The building entrances between Towers E and F are predicted to experience conditions that are acceptable for secondary entrances. If the entrances in this area are intended as primary entrances, several options for mitigation are available. These options include recessing the entrances to provide additional shelter or installing wind barriers around the entrance. Mitigation strategies could be developed in collaboration with the building and landscape architects for the site plan control submission to ensure the comfort criteria are satisfied.



- 3) The Level 3 podium roof between Towers C and D and Building G is predicted to experience conditions that are acceptable for pedestrian transit. If the programming of the space is intended to accommodate sitting or more sedentary activities, mitigation in the form of wind barriers may be installed around local areas where sitting conditions are required. Mitigation strategies could be developed in collaboration with the building and landscape architects for the site plan control submission to ensure the comfort criteria are satisfied.
- 4) The walkway along the south elevation is predicted to experience conditions that are acceptable for leisurely pedestrian transit. If the programming of the space is intended to incorporate space for sitting or more sedentary activities during the typical use period of late spring through early autumn, it is recommended that these spaces be located in the calmer areas, as indicated by Figure 3B. Of note, the area to the southeast of Towers C and D is predicted to remain suitable for sitting throughout the year.
- 5) All other grade-level areas within and surrounding the subject site will be acceptable for the intended pedestrian uses throughout the year. Specifically, wind conditions over surrounding sidewalks, walkways, the public park, and building access points, are considered acceptable for the intended pedestrian uses throughout the year.
- 6) Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas surrounding the subject site at grade level or within the common amenity terrace were found to experience conditions that could be considered dangerous.
- 7) Regarding primary and secondary building access points, wind conditions predicted in this study are only applicable to pedestrian comfort and safety. As such, the results should not be construed to indicate wind loading on doors and associated hardware.



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

Sincerely,

Gradient Wind Engineering Inc.

E. Urbanski

Edward Urbanski, M.Eng.
Junior Wind Scientist

Steven Hall

Steven Hall, M.A.Sc., P.Eng.
Wind Engineer



Justin Ferraro, P.Eng.
Principal



GRADIENTWIND ENGINEERS & SCIENTISTS 127 WALGREEN ROAD, OTTAWA, ON 613 836 0934 • GRADIENTWIND.COM	PROJECT 861 CLYDE AVENUE NORTH, OTTAWA PEDESTRIAN LEVEL WIND STUDY		DESCRIPTION FIGURE 1: SITE PLAN AND SURROUNDING CONTEXT
	SCALE 1:3000	DRAWING NO. 20-213-PLW-1	
	DATE OCTOBER 22, 2020	DRAWN BY S.P.	

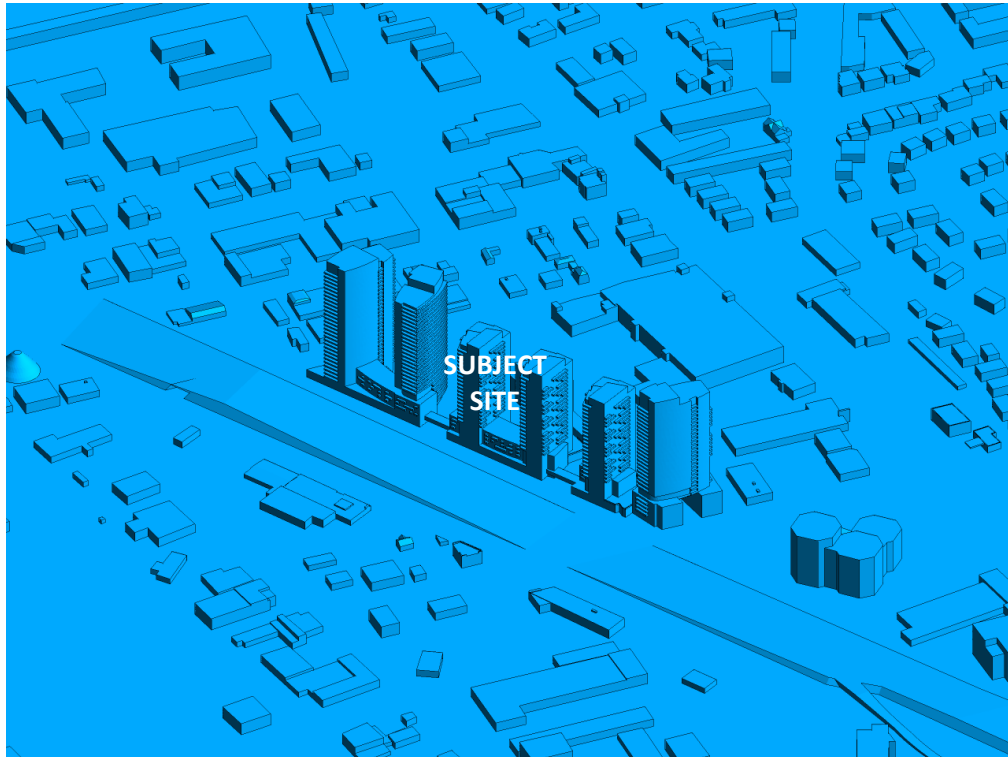


FIGURE 2A: COMPUTATIONAL MODEL, EAST PERSPECTIVE

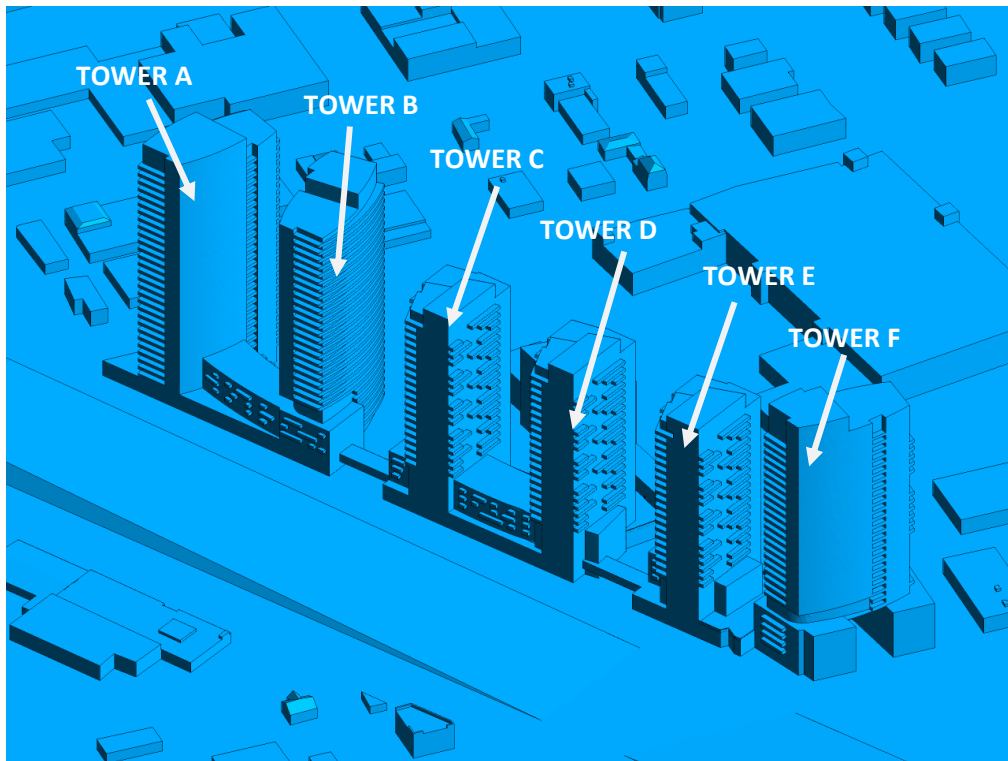


FIGURE 2B: CLOSE UP OF FIGURE 2A



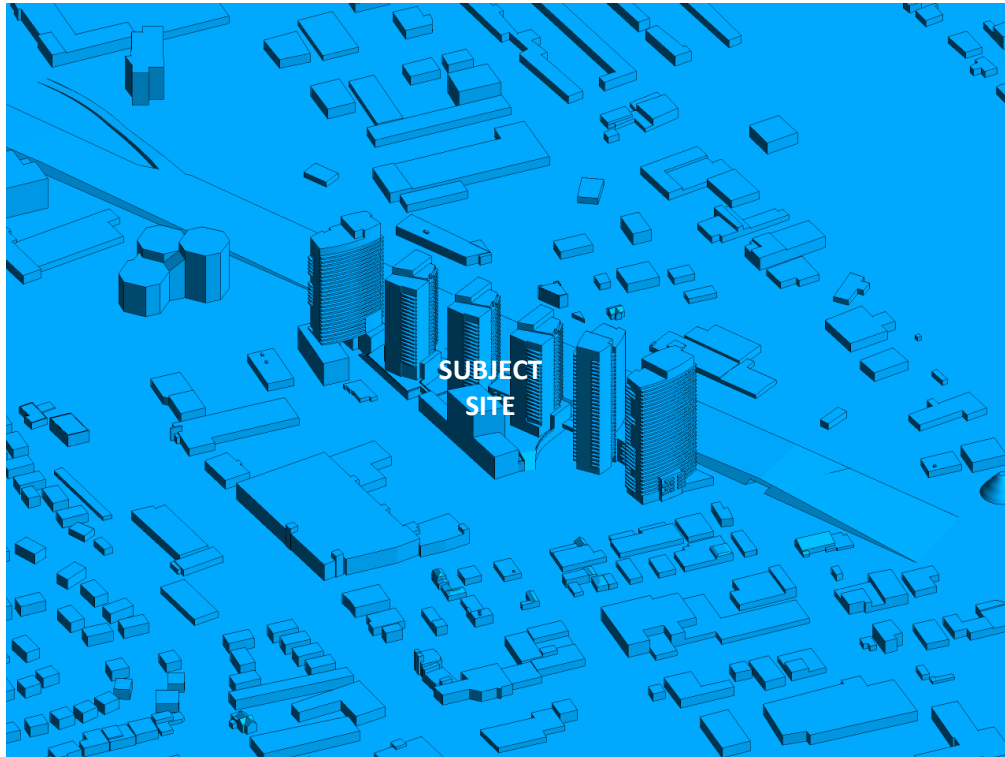


FIGURE 2C: COMPUTATIONAL MODEL, WEST PERSPECTIVE

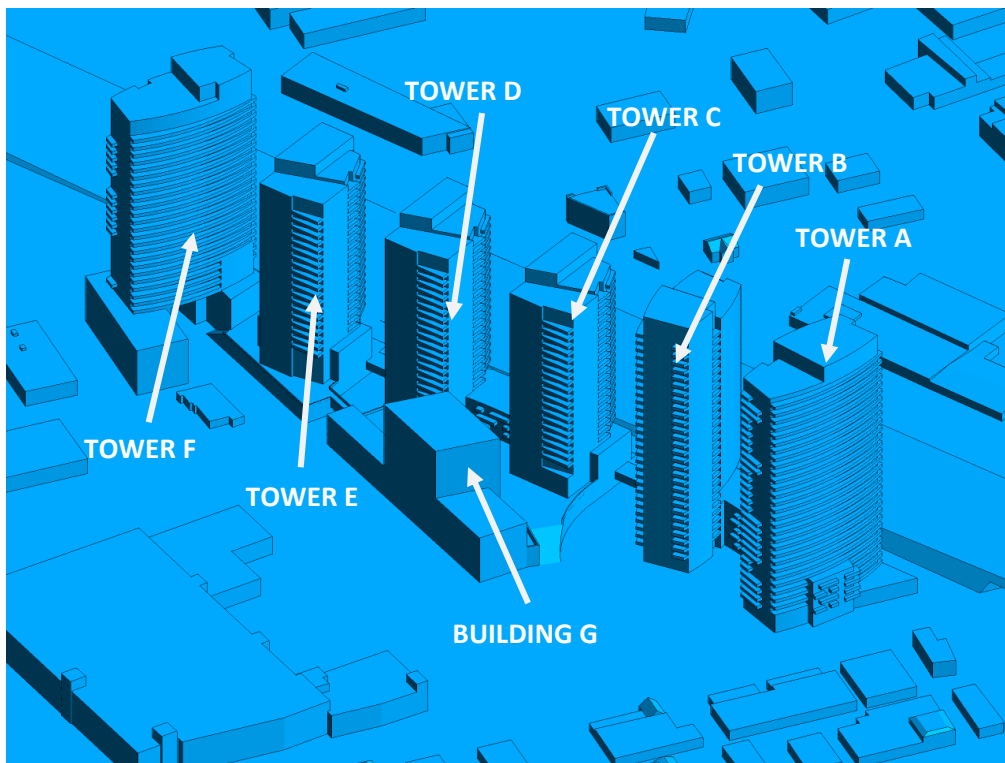


FIGURE 2D: CLOSE UP OF FIGURE 2C



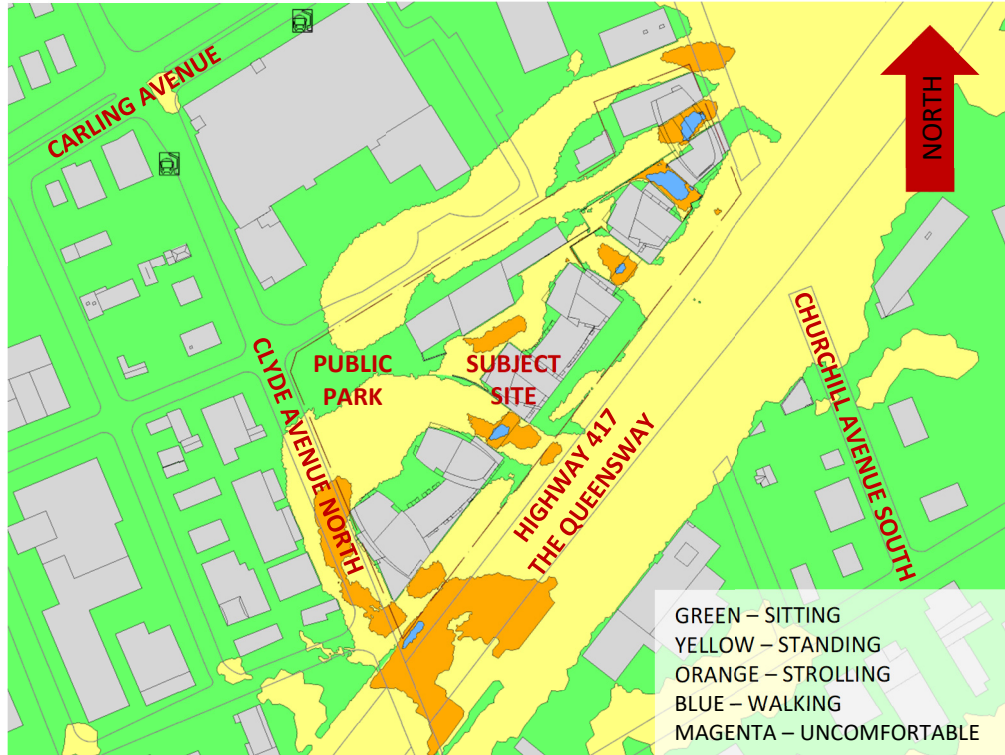


FIGURE 3A: SPRING – WIND CONDITIONS AT GRADE LEVEL

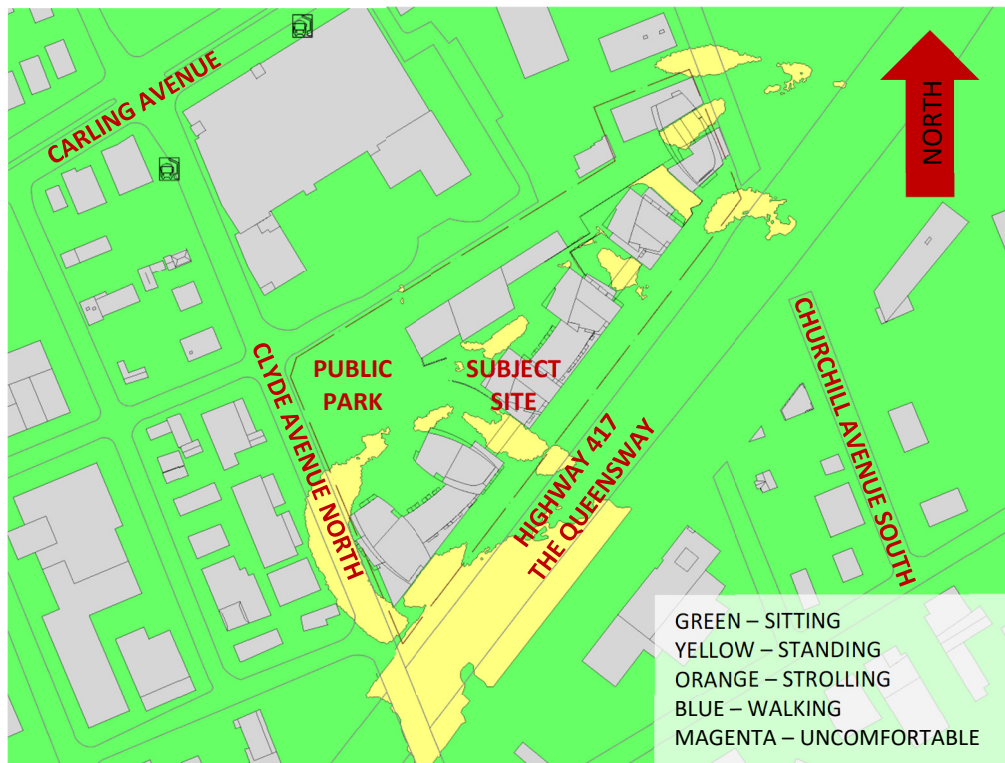


FIGURE 3B: SUMMER – WIND CONDITIONS AT GRADE LEVEL



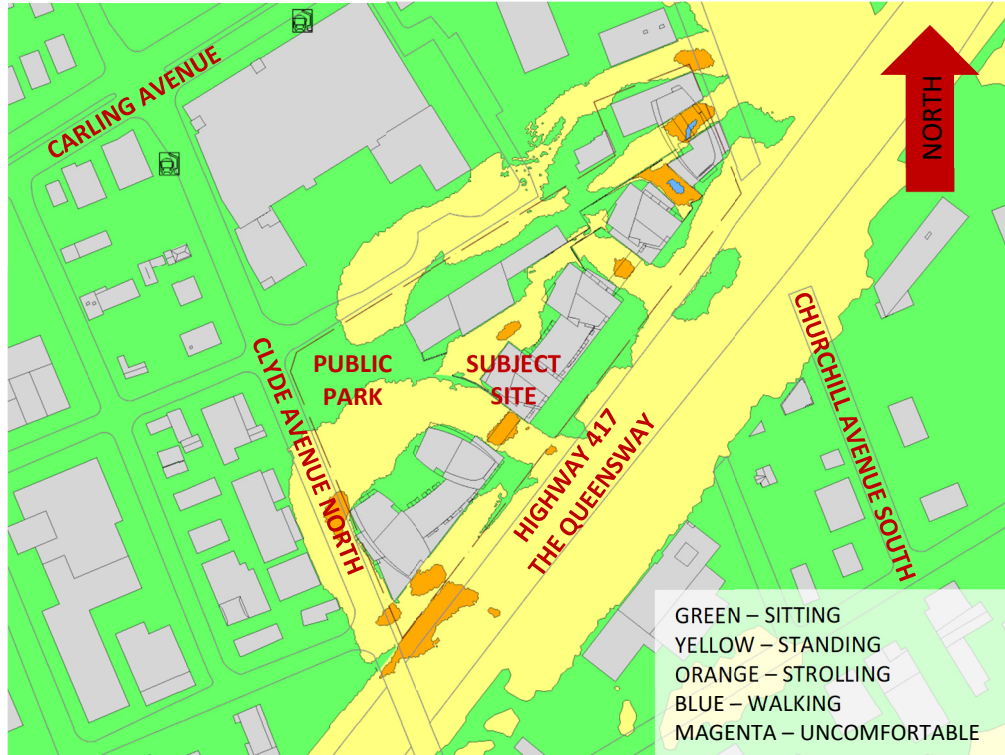


FIGURE 3C: AUTUMN – WIND CONDITIONS AT GRADE LEVEL

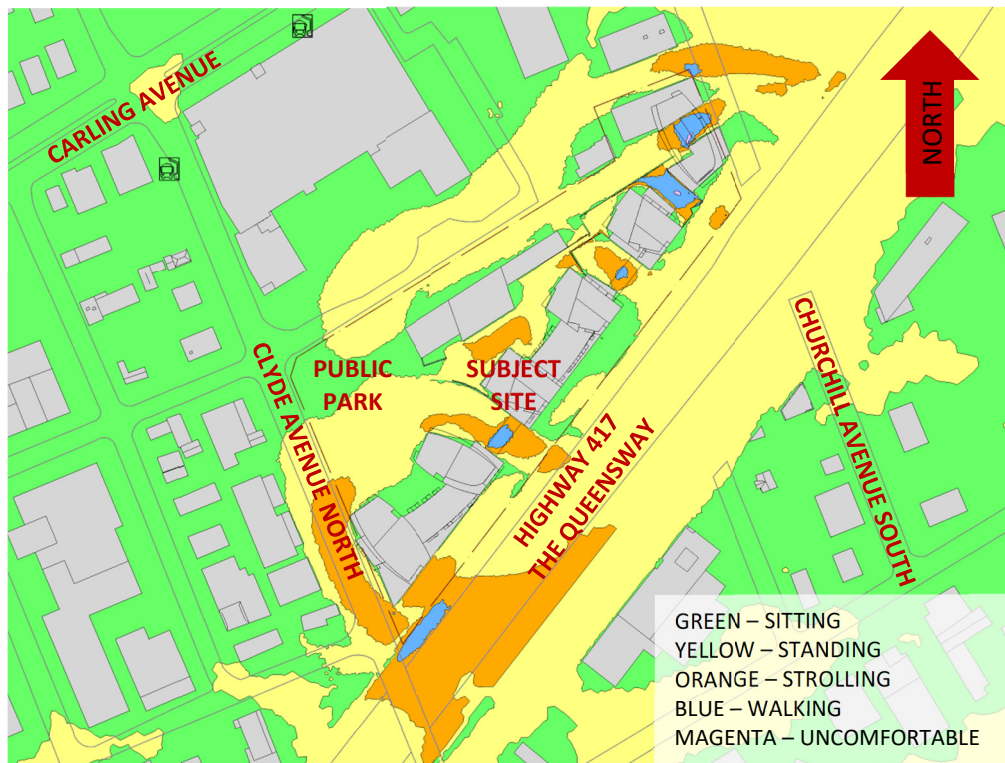
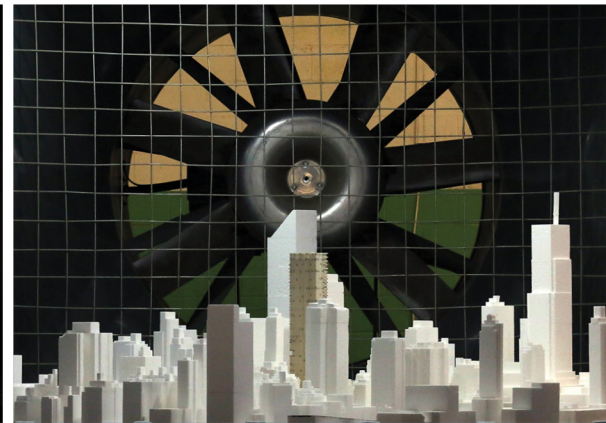
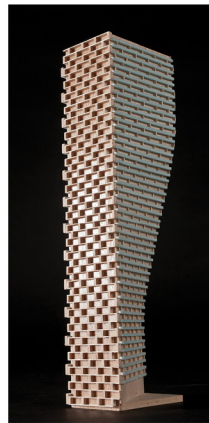


FIGURE 3D: WINTER – WIND CONDITIONS AT GRADE LEVEL



GRADIENTWIND

ENGINEERS & SCIENTISTS



APPENDIX A

SIMULATION OF THE ATMOSPHERIC BOUNDARY LAYER

SIMULATION OF THE ATMOSPHERIC BOUNDARY LAYER

The atmospheric boundary layer (ABL) is defined by the velocity and turbulence profiles according to industry standard practices. The mean wind profile can be represented, to a good approximation, by a power law relation, Equation (1), giving height above ground versus wind speed [1], [2].

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

where, U = mean wind speed, U_g = gradient wind speed, Z = height above ground, Z_g = depth of the boundary layer (gradient height), and 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 (° True)	Alpha (α) Value
0	0.25
49	0.26
74	0.23
103	0.23
167	0.25
197	0.24
217	0.24
237	0.25
262	0.24
282	0.23
302	0.23
324	0.23

TABLE 2: DEFINITION OF UPSTREAM EXPOSURE (ALPHA VALUE)

Upstream Exposure Type	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.



REFERENCES

- [1] P. Arya, "Chapter 10: Near-neutral Boundary Layers," in *Introduction to Micrometeorology*, San Diego, California, Academic Press, 2001.
- [2] S. A. Hsu, E. A. Meindl and D. B. Gilhousen, "Determining the Power-Law Wind Profile Exponent under Near-neutral Stability Conditions at Sea," vol. 33, no. 6, 1994.
- [3] Y. Tamura, H. Kawai, Y. Uematsu, K. Kondo and T. Okhuma, "Revision of AIJ Recommendations for Wind Loads on Buildings," in *The International Wind Engineering Symposium, IWES 2003*, Taiwan, 2003.