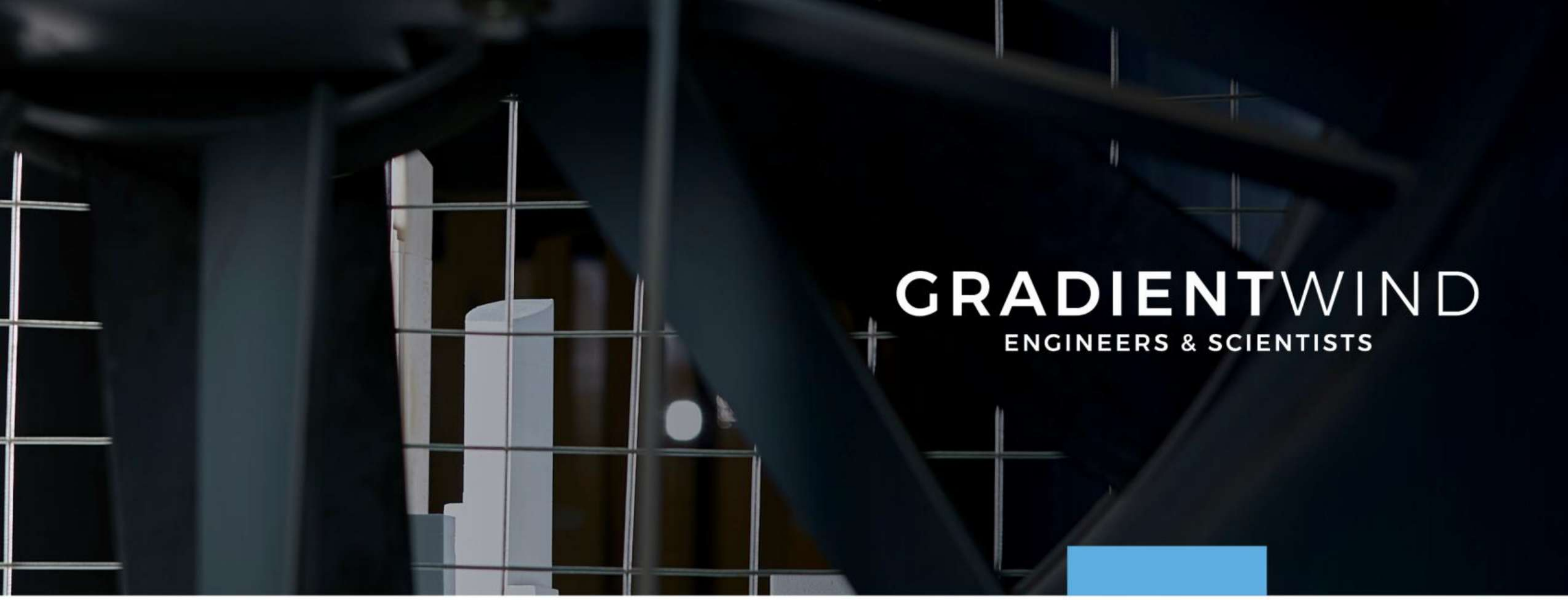
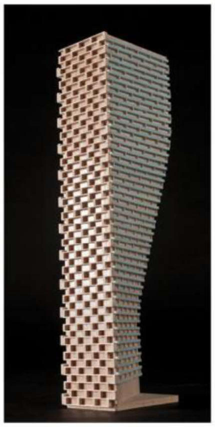


PEDESTRIAN LEVEL WIND STUDY

1200 Baseline Road – Phase 1
Ottawa, Ontario

Report: 24-249-PLW



June 3, 2026

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 submission requirements for Phase 1 of the proposed residential development located at 1200 Baseline 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 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-7, and summarized as follows:

1) Most 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, neighbouring surface parking lots, proposed streets, and in the vicinity of most building access points, are considered acceptable.

    a. The walking comfort threshold is exceeded during the spring and winter seasons to the northeast of Building B, affecting a limited area of the public sidewalk along Merivale Road to the northeast of Building B. The predicted impact to pedestrian-accessible areas is limited, with most of the conditions isolated over vehicular or landscaped areas, and the conditions along the sidewalks along Merivale Road may be considered satisfactory.

    b. If the retail units will include entrances providing access to the shared terrace, it is recommended to recess these entrances into the building façades by at least 1.5 m.

2) During the typical use period (May to October, inclusive), conditions over the proposed parkland are predicted to be suitable for a mix of sitting and standing, while conditions over the shared terrace between Buildings A and B are predicted to be suitable for a mix of standing and strolling.

    a. As required by programming, recommendations regarding mitigation are provided in Section 5.1, comprising landscaping elements along the west elevation of the parkland, canopies along the north elevations of Buildings A and B that wrap around the corners fronting the terrace, and targeted mitigation within the terrace around and above seating areas.

3) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. 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.

TABLE OF CONTENTS

1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Myers Automotive Group to undertake a pedestrian level wind (PLW) study to satisfy Zoning By-Law Amendment application submission requirements for Phase 1 of the proposed mixed-use residential development located at 1200 Baseline Road Ottawa, Ontario (hereinafter referred to as “subject site” or “proposed development”). Our mandate within the current study is to investigate pedestrian wind conditions within and surrounding the subject site for the revised architectural massing design, 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 Hobin Architecture in October 2025, 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 1200 Baseline Road in Ottawa, situated to the south of the intersection of Baseline Road and Merivale Road on a parcel of land bordered by Merivale Road to the northwest, Baseline Road to the north, Eleanor Drive and existing low-rise residential buildings to the south, a low-rise church to the east, and a low-rise commercial building to the southwest. Phase 1 is located on the western portion of the parcel, while an existing car dealership on the eastern portion will be retained during this phase of the redevelopment. Throughout this report, Merivale Road is referred to as project north.

The proposed development comprises two rectangular buildings, Building A to the west and Building B to east, rising to 20- and 25-storeys, respectively, each topped with a mechanical penthouse (MPH). Above two underground parking levels, Level P1 is approximately one storey below Merivale Road, and includes lobby and amenity spaces to the south, and indoor parking space to the north. Street A provides vehicular access from the northwest and southwest corners of the site, connecting Merivale Road with Eleanor

Drive and Street B, which provides access to the drop-off areas for Buildings A and B and underground parking entrance, located centrally at the rear proposed development.

A parkland is proposed to the southwest of the subject site. At Level 1, Building A includes retail space to the northeast, a lobby to the southeast and amenity space to the west, while Building B includes retail space to the northwest, a lobby to the southwest, and amenity space to the east. A shared terrace is located between the two buildings. The remaining levels are reserved for residential occupancy.

Considering true north, the near-field surroundings (defined as an area within 200 metres (m) of the subject site) include low-rise commercial buildings to the southwest and west, low- and mid-rise buildings to the northwest, the Central Experimental Farm to the northeast, a low-rise church to the east, and mostly low-rise residential dwellings to the south. 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 low-rise suburban massing in all directions with the open fields of the Central Experimental Farm to the northeast, Carlington Park to the northwest, and isolated mid- and high-rise buildings in all directions, particularly clustered near the intersection of Clyde Avenue and Baseline Road.

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 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 subject site within a virtual environment, meteorological analysis of the Ottawa area wind climate, and synthesis of computational data with City of Ottawa wind comfort and safety criteria[1]. The following sections describe the analysis procedures, including a discussion of the noted pedestrian wind criteria.

4.1 Computer-Based Context Modelling

A computer based PLW study was performed to determine the influence of the wind environment on pedestrian comfort over the proposed development site. Pedestrian comfort predictions, based on the mechanical effects of wind, were determined by combining measured wind speed data from CFD simulations with statistical weather data obtained from Ottawa Macdonald-Cartier International Airport. The general concept and approach to CFD modelling is to represent building and topographic details in the immediate vicinity of the subject site on the surrounding model, and to create suitable atmospheric wind profiles at the model boundary. The wind profiles are designed to have similar mean and turbulent wind properties consistent with actual site exposures.

An industry standard practice is to omit trees, vegetation, and other existing and 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.

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 16 wind directions. The CFD simulation model was centered on the proposed development, complete with surrounding massing within a radius of 500 m. The process was performed for two context massing scenarios, as noted in Section 2.

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

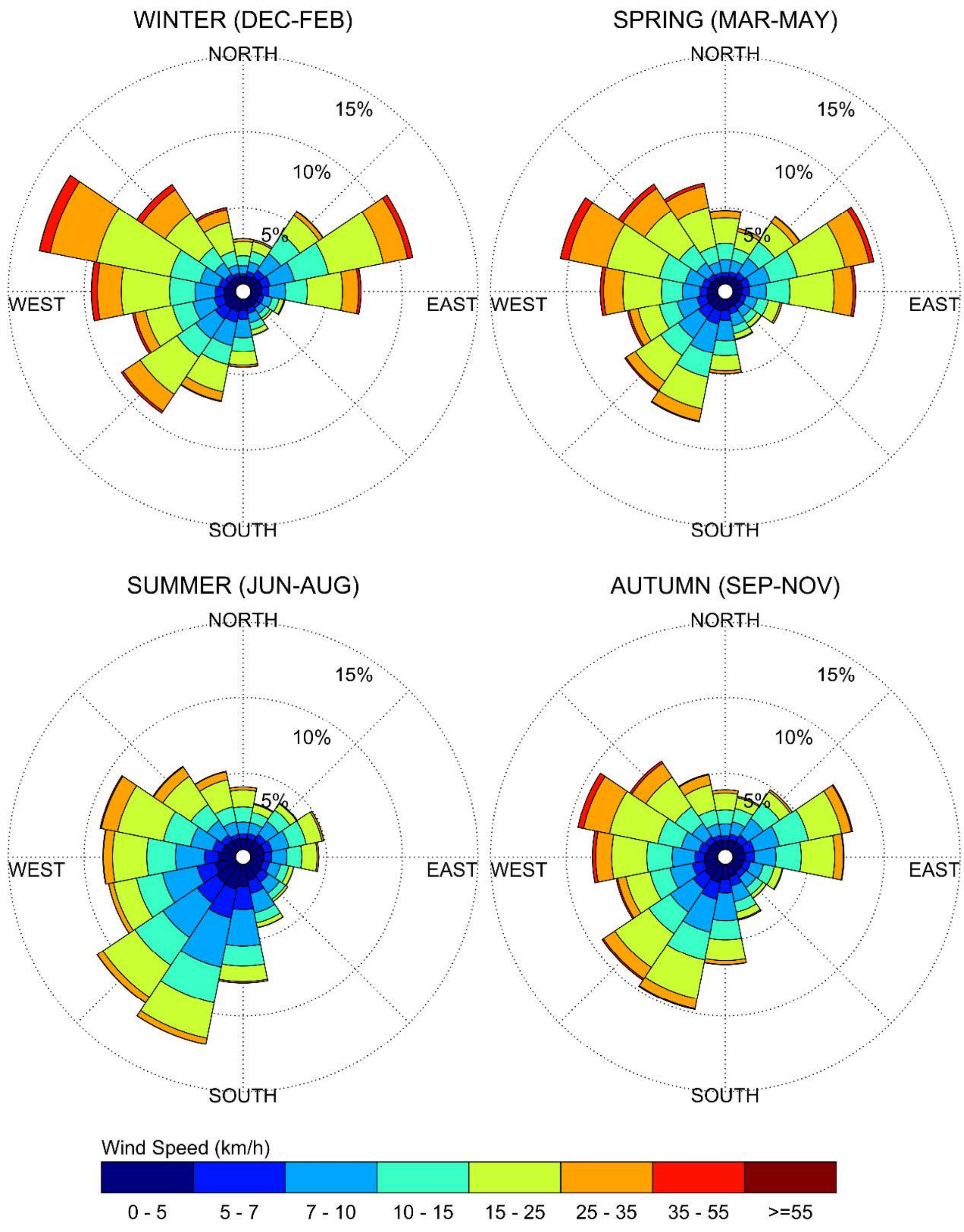
Mean and peak wind speed data obtained over the subject site for each wind direction were interpolated to 36 wind directions at 10° intervals, representing the full compass azimuth. Measured wind speeds approximately 1.5 m above local grade were referenced to the wind speed at gradient height to generate 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 during the appropriate hours of pedestrian usage (that is, between 06:00 and 23:00) and divided into four distinct seasons, as stipulated in the wind criteria. Specifically, the spring season is defined as March through May, the summer season is defined as June through August, the autumn season is defined as September through November, and the winter season is defined as December through February, inclusive.

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 and relative humidity). The comfort criteria assume that pedestrians are appropriately dressed for a specified outdoor activity during any given season. Five pedestrian comfort classes based on 20% non-exceedance mean wind speed ranges are used to assess pedestrian comfort: (1) Sitting; (2) Standing; (3) Strolling; (4) Walking; and (5) Uncomfortable. The gust speeds, and equivalent mean speeds, are selected based on the Beaufort scale, which describes the effects of forces produced by varying wind speed levels on objects. 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. Specifically, the comfort classes, associated wind speed ranges, and limiting criteria are summarized as follows:

PEDESTRIAN WIND COMFORT CLASS DEFINITIONS

Wind Comfort Class	Mean Speed (km/h)	Description
SITTING	≤ 10	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.
STANDING	≤ 14	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.
STROLLING	≤ 17	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.
WALKING	≤ 20	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.
UNCOMFORTABLE	> 20	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.

Regarding wind safety, 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. From calculations of stability, it can be shown that gust wind speeds of 90 km/h would be the approximate threshold wind speed that would cause an average elderly person in good health to fall. Notably, 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.

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 subject site, the assessment of pedestrian comfort involves determining the suitability of the predicted wind conditions for discrete regions within and surrounding the subject site. This step involves comparing the predicted comfort classes to the target 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 target comfort classes are summarized on the following page. Depending on the programming of a space, the desired comfort class may differ from this table.

TARGET PEDESTRIAN WIND COMFORT CLASSES FOR VARIOUS LOCATION TYPES

Location Types	Target 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, which illustrate 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.

Wind comfort conditions are also reported for the typical use period, which is defined as May to October, inclusive. Figure 7 illustrates winds comfort conditions at grade level during this period, consistent with the comfort classes illustrated 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 – Grade Level

Sidewalks along Merivale Road: Wind comfort conditions over the nearby public sidewalks along Merivale Road under the existing massing are predicted to be suitable for standing, or better, throughout the year.

Following the introduction of the proposed development, wind comfort conditions over the nearby public sidewalks along Merivale Road are predicted to be suitable for strolling, or better, during the summer and autumn, becoming suitable for mostly walking, or better, during the winter and spring, with the exception of an isolated area to the northeast of Building B, where conditions may be considered occasionally uncomfortable for walking during the spring. Specifically, wind conditions over the noted area are predicted to be suitable for walking for approximately 77% of the time during the spring, representing a 3% exceedance of the walking threshold. The windiest conditions are predominantly situated over vehicular areas or landscaped areas at the northeast corner of Building B, where pedestrians are not expected to linger during the spring season. Given this, and the mostly marginal exceedance, the noted conditions may be considered as satisfactory.

Transit Stop along Merivale Road: Following the introduction of the proposed development, wind comfort conditions in the vicinity of the transit stop along Merivale Road are predicted to be suitable for standing during the summer and autumn, becoming suitable for strolling during the winter and spring. Conditions in the vicinity of the noted transit stop under the existing massing are predicted to be suitable for standing, or better, throughout the year. It is recommended to implement a typical transit shelter for the noted transit stop to provide pedestrians with a means of relief from the elements, including during periods of strong wind activity.

Sidewalks along Eleanor Drive: Prior to and following the introduction of the proposed development, wind conditions over the public sidewalks along Eleanor Drive are predicted to be suitable for standing, or better, during the summer and autumn, becoming suitable for strolling, or better, during the winter and spring. The noted conditions are considered acceptable.

Neighbouring Surface Parking Lots: Following the introduction of the proposed development, conditions over the existing neighbouring surface parking lots located to the west, northwest, north, and east of the proposed development are predicted to be suitable for strolling, or better, throughout the year, which is considered acceptable.

Conditions over the noted neighbouring surface parking lots under the existing massing are predicted to be suitable for standing, or better, throughout the year. While the introduction of the proposed development produces slightly windier conditions in comparison to existing conditions over the neighbouring surface parking lots, wind conditions with the proposed development are nevertheless considered acceptable for surface parking lots.

Proposed Parkland: During the typical use period, conditions over the proposed parkland are predicted to be suitable for a mix of sitting and standing. Specifically, sitting conditions are located to the east of the parkland, while standing conditions are predicted to the west. Where conditions are predicted to be suitable for standing, they are also predicted to be suitable for sitting for at least 75% of the same period, where the target is 80% to achieve the sitting comfort class.

Depending on programming, the noted conditions may be considered acceptable. Specifically, if the areas suitable for standing during the typical use period will not accommodate designated seating or lounging areas, the noted conditions may be considered acceptable. If required by programming, mitigation may be implemented along the west elevation of the parkland in the form of landscaping elements such as dense arrangements of tree plantings, raised wind barriers or a landscape berm, or other similar typical landscape elements for wind mitigation.

Shared Terrace: Wind conditions over the shared terrace between Buildings A and B are predicted to be suitable for a mix of strolling and standing during the typical use period, with strolling conditions located centrally over the terrace and standing conditions elsewhere.

Comfort levels within the shared terrace may be improved by implementing canopies along the north elevations of Buildings A and B that wrap around the corners fronting the shared terrace, in combination with targeted landscaping elements adjacent to sensitive-use areas such as tall wind screens, raised planters and planting beds, in combination with strategically placed seating with high-back benches or other local wind mitigation.

Proposed Streets A, B, and Drop-Off Areas: Wind conditions over Street B and the drop-off areas are predicted to be suitable for standing, or better, throughout the year, while conditions over Street A are predicted to be suitable for walking, or better, throughout the year. The noted conditions are considered acceptable.

Building Access Points: Wind conditions in the vicinity of most building access points serving the proposed development are predicted to be suitable for standing, or better, throughout the year. If the retail units will include access points to the shared terrace, it is recommended that these access points be recessed into the façades by at least 1.5 m.

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) Most 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, neighbouring surface parking lots, proposed streets, and in the vicinity of most building access points, are considered acceptable.

   a. The walking comfort threshold is exceeded during the spring and winter seasons to the northeast of Building B, affecting a limited area of the public sidewalk along Merivale Road to the northeast of Building B. The predicted impact to pedestrian-accessible areas is limited, with most of the conditions isolated over vehicular or landscaped areas, and the conditions along the sidewalks along Merivale Road may be considered satisfactory.

   b. If the retail units will include entrances providing access to the shared terrace, it is recommended to recess these entrances into the building façades by at least 1.5 m.

2) During the typical use period (May to October, inclusive), conditions over the proposed parkland are predicted to be suitable for a mix of sitting and standing, while conditions over the shared terrace between Buildings A and B are predicted to be suitable for a mix of standing and strolling.

   a. As required by programming, recommendations regarding mitigation are provided in Section 5.1, comprising landscaping elements along the west elevation of the parkland, canopies along the north elevations of Buildings A and B that wrap around the corners fronting the terrace, and targeted mitigation within the terrace around and above seating areas.

3) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. 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.

LICENSED PROFESSIONAL ENGINEER
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June 03, 2026
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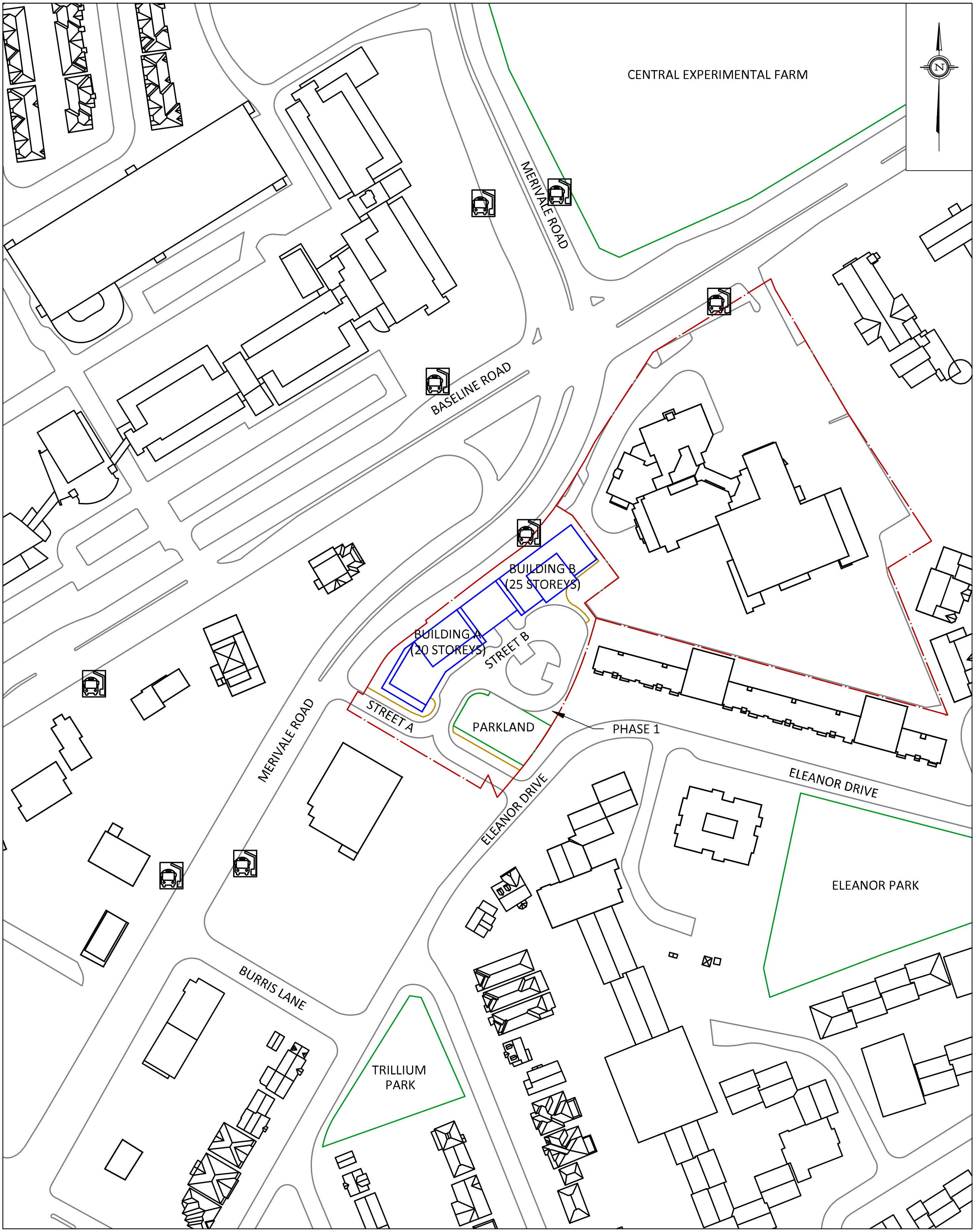

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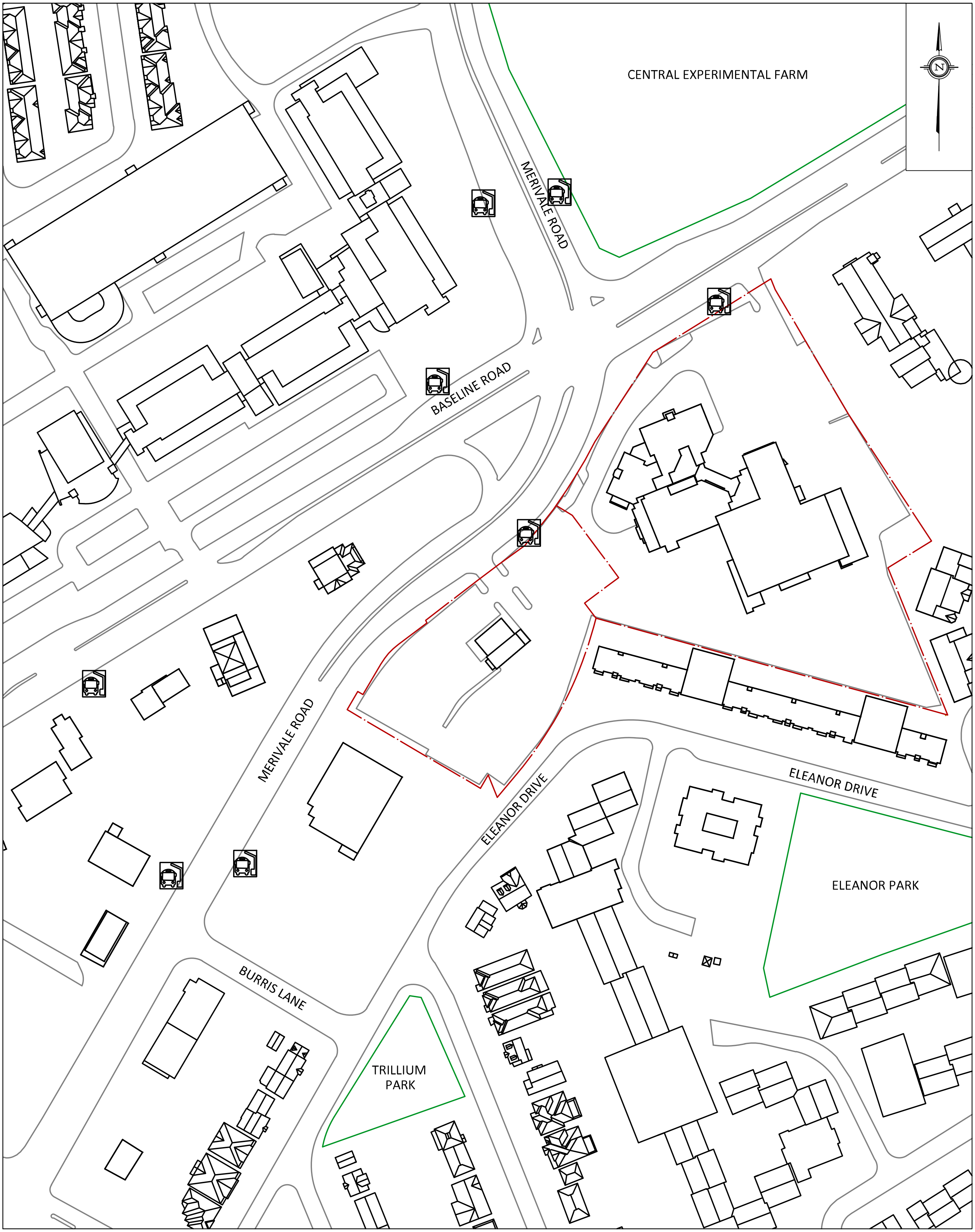
PROJECT	1200 BASELINE ROAD – PHASE 1, OTTAWA PEDESTRIAN LEVEL WIND STUDY		DESCRIPTION FIGURE 1A: PROPOSED SITE PLAN AND SURROUNDING CONTEXT
SCALE	1:2250	DRAWING NO. 24-249-PLW-1A	
DATE	JUNE 3, 2026	DRAWN BY N.M.P.	



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PROJECT: 1200 BASELINE ROAD – PHASE 1, OTTAWA PEDESTRIAN LEVEL WIND STUDY		DESCRIPTION: FIGURE 1B: EXISTING SITE PLAN AND SURROUNDING CONTEXT
SCALE: 1:2250	DRAWING NO.: 24-249-PLW-1B	
DATE: JUNE 3, 2026	DRAWN BY: N.M.P.	

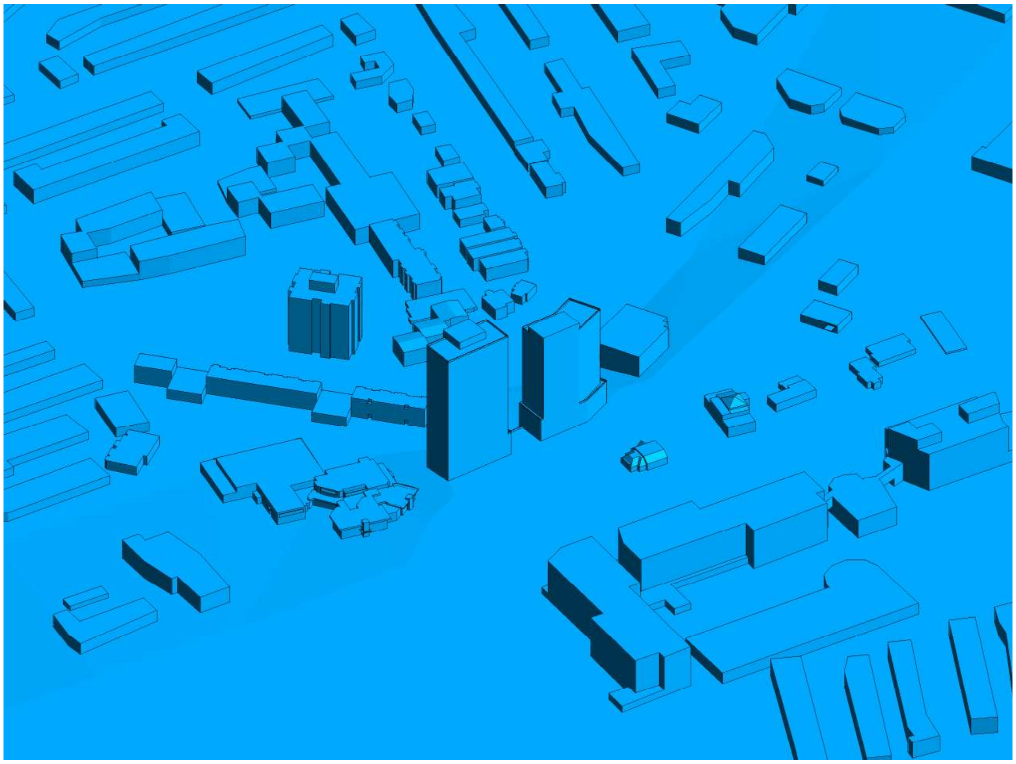

FIGURE 2A: COMPUTATIONAL MODEL, PROPOSED MASSING, NORTH PERSPECTIVE

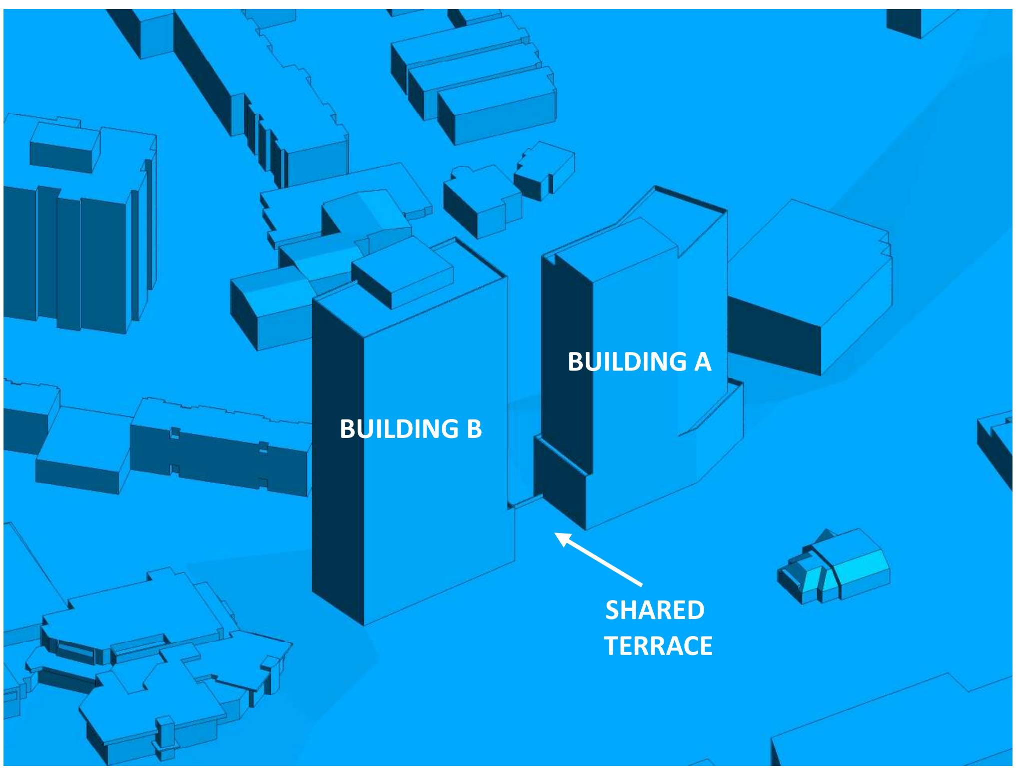

FIGURE 2B: CLOSE UP OF FIGURE 2A

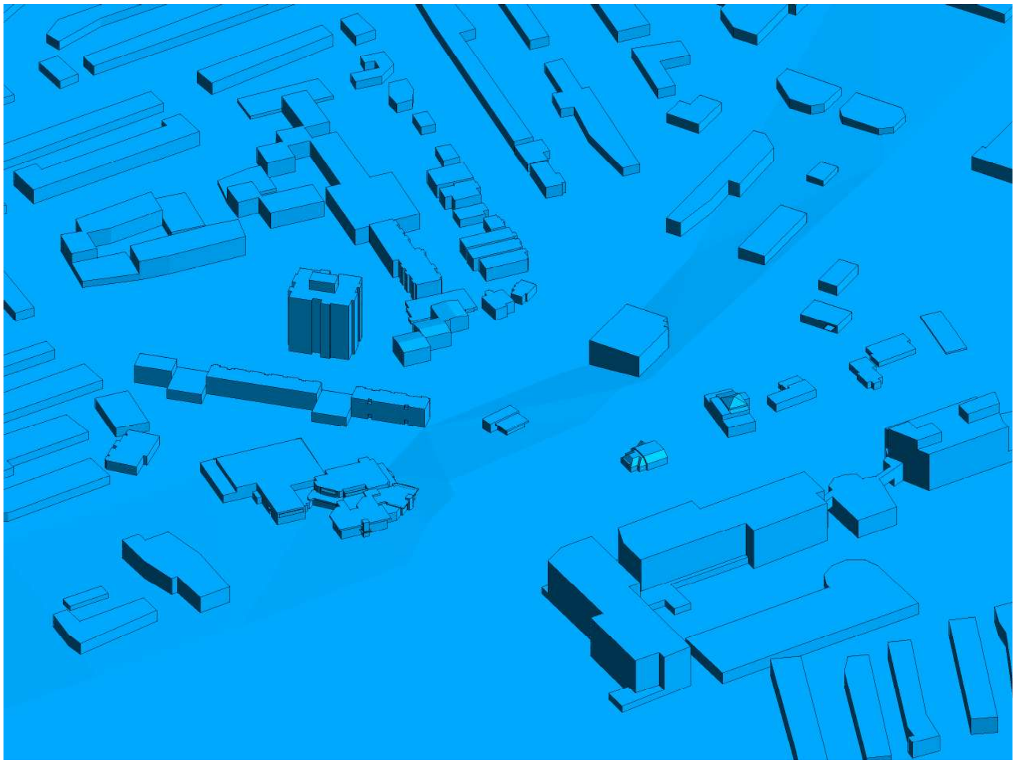

FIGURE 2C: COMPUTATIONAL MODEL, EXISTING MASSING, NORTH PERSPECTIVE

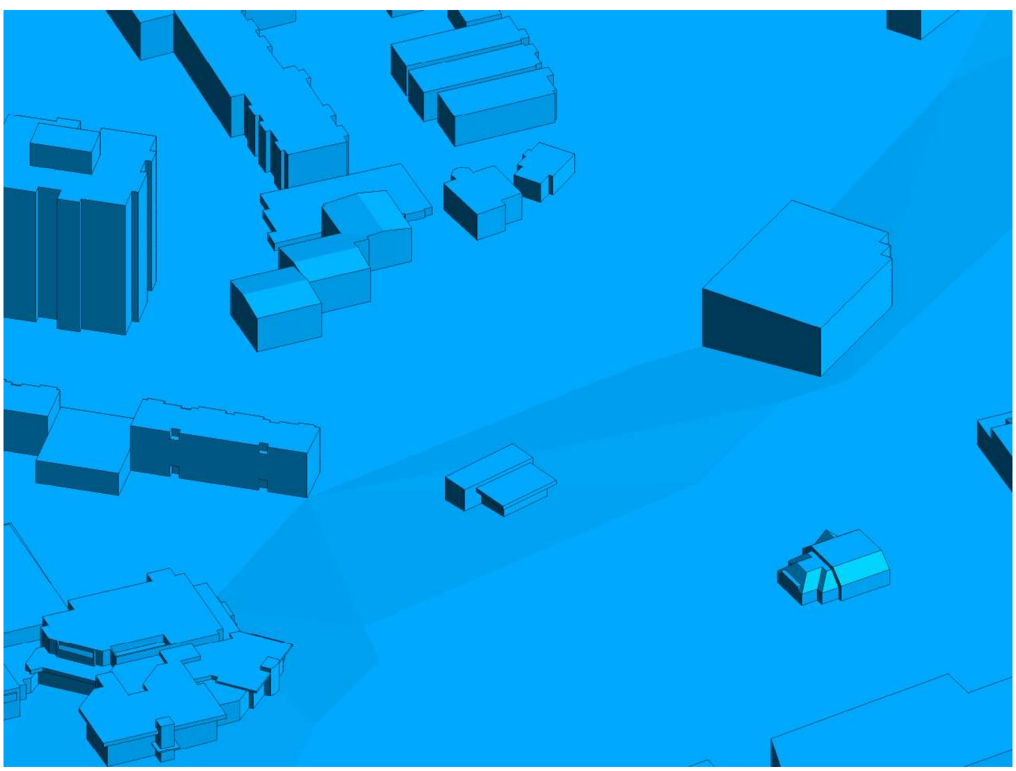

FIGURE 2D: CLOSE UP OF FIGURE 2C

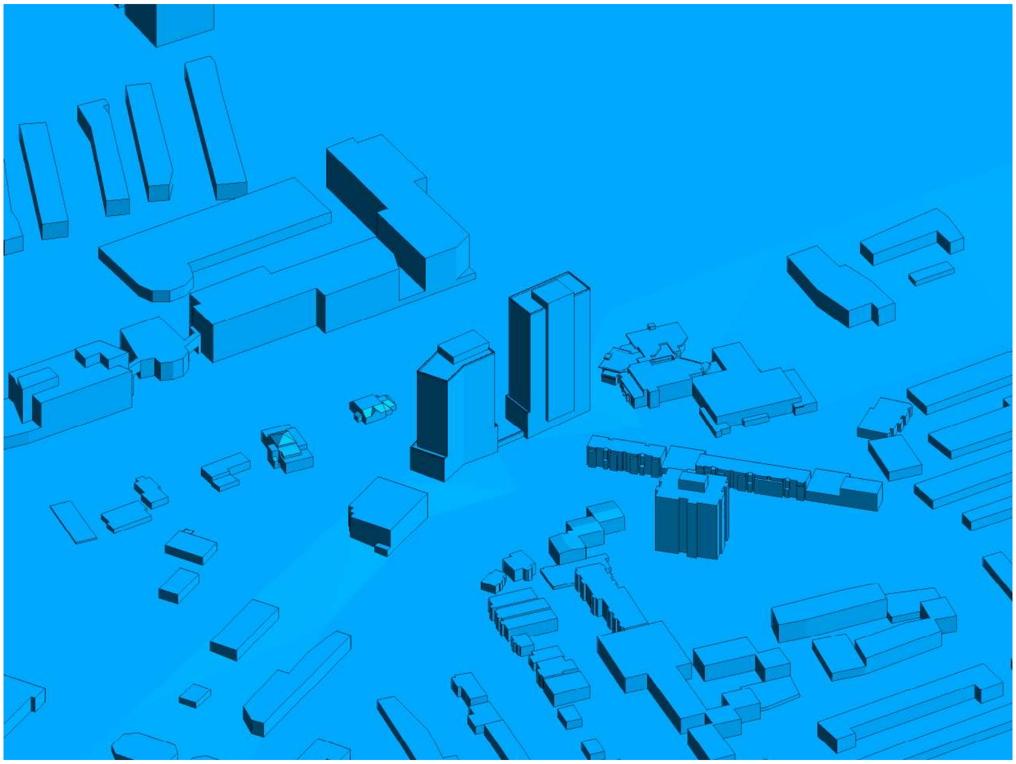

FIGURE 2E: COMPUTATIONAL MODEL, PROPOSED MASSING, SOUTH PERSPECTIVE

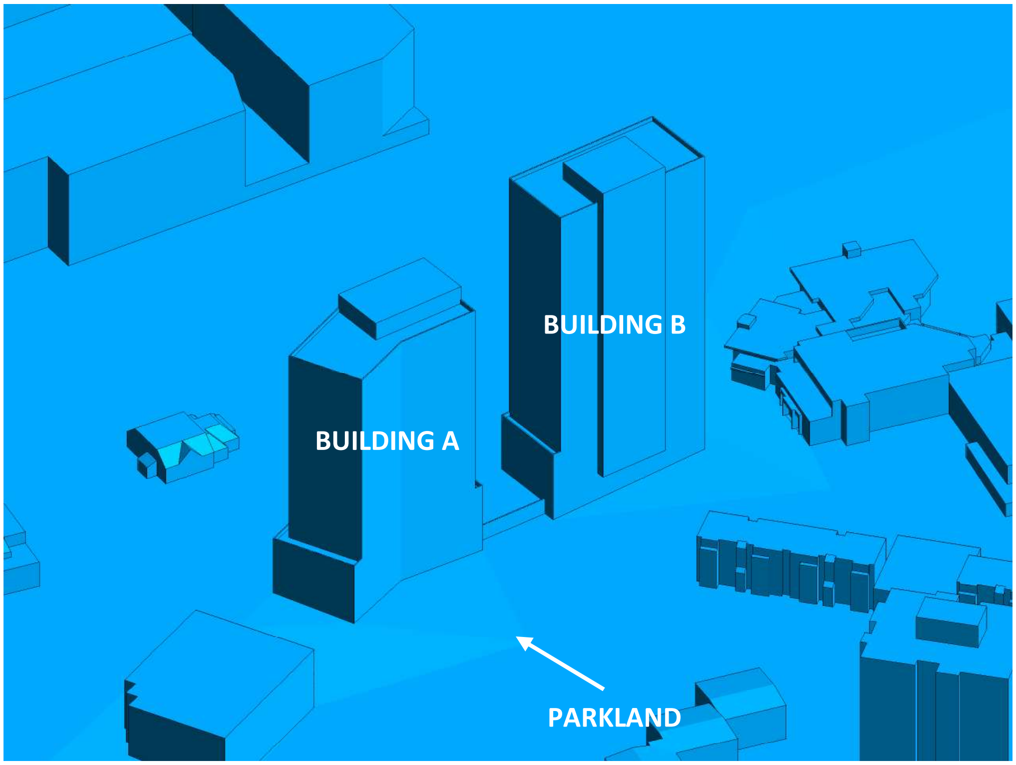

FIGURE 2F: CLOSE UP OF FIGURE 2E

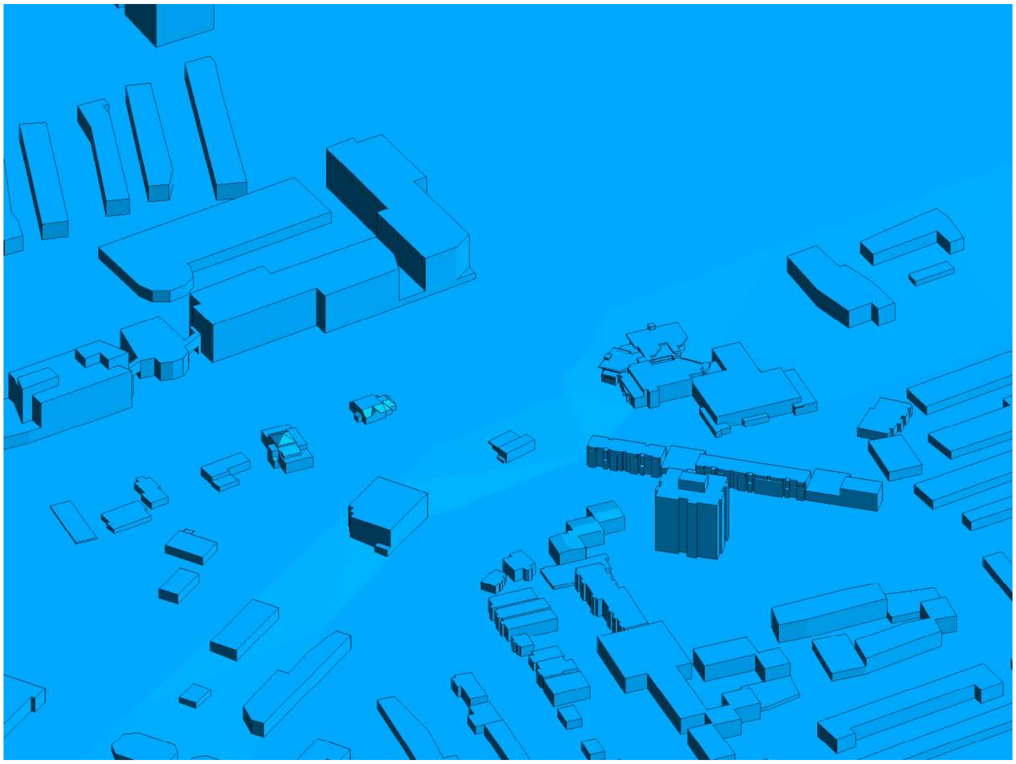

FIGURE 2G: COMPUTATIONAL MODEL, EXISTING MASSING, SOUTH PERSPECTIVE

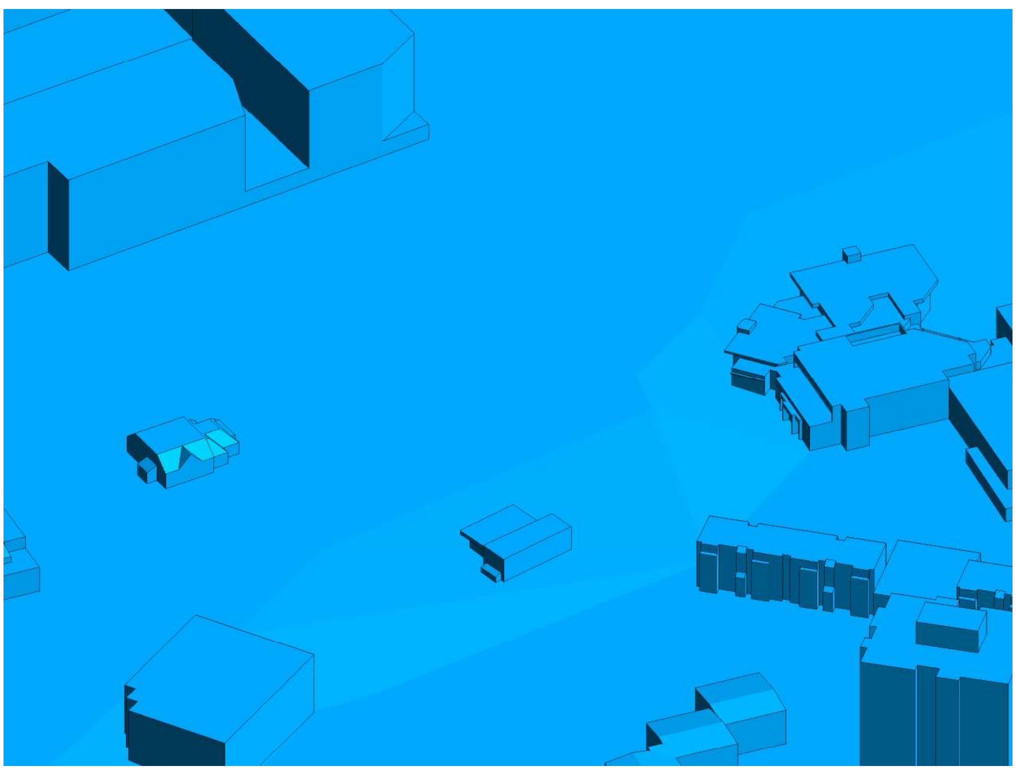

FIGURE 2H: CLOSE UP OF FIGURE 2G

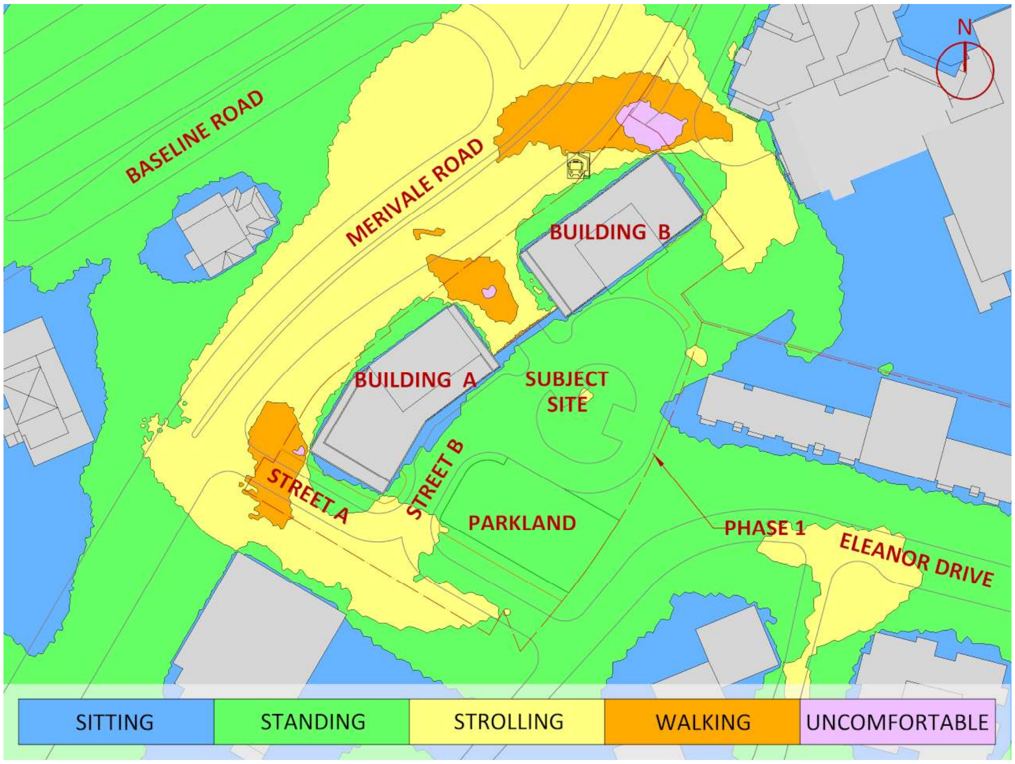

FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

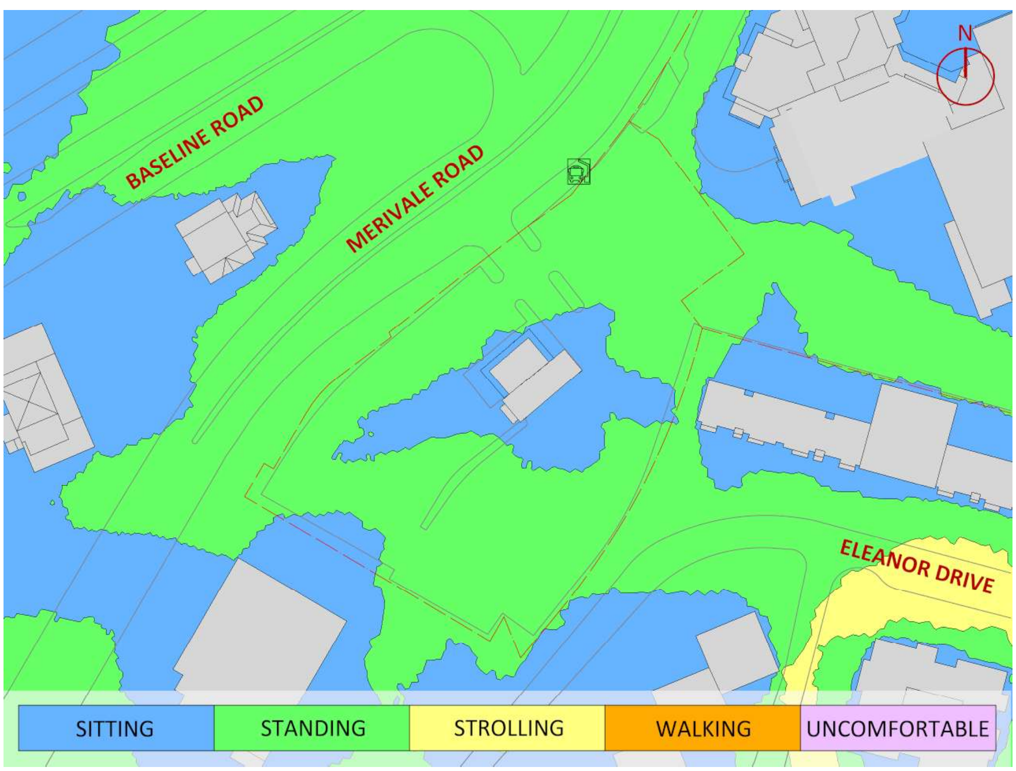

FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

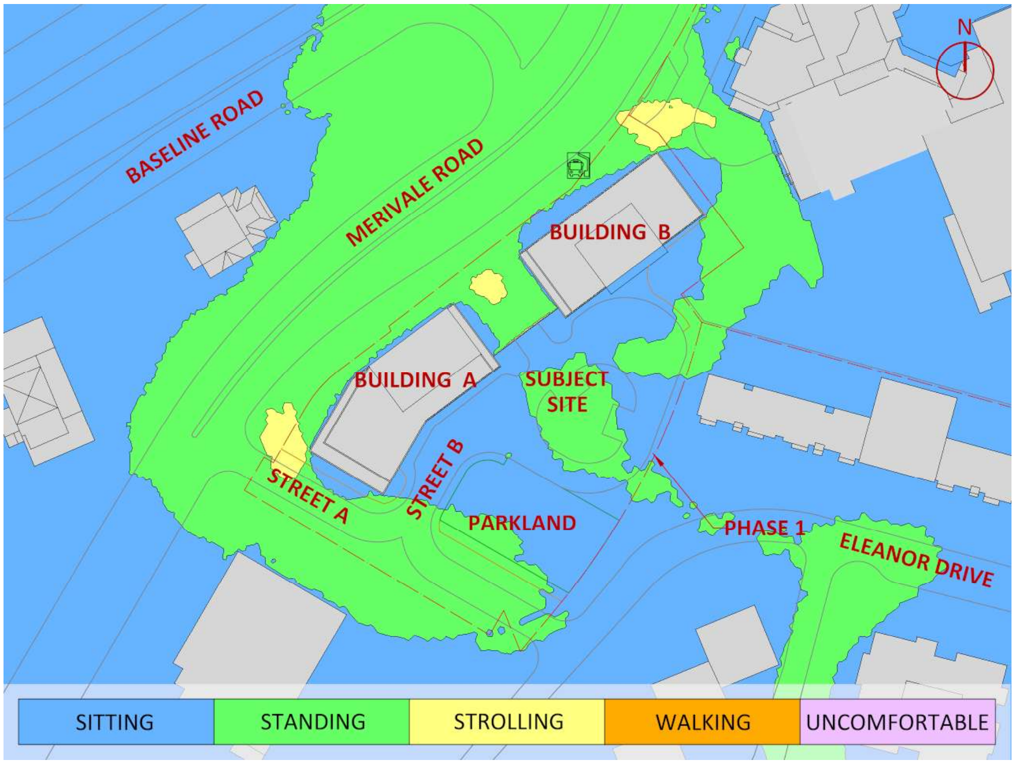

FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

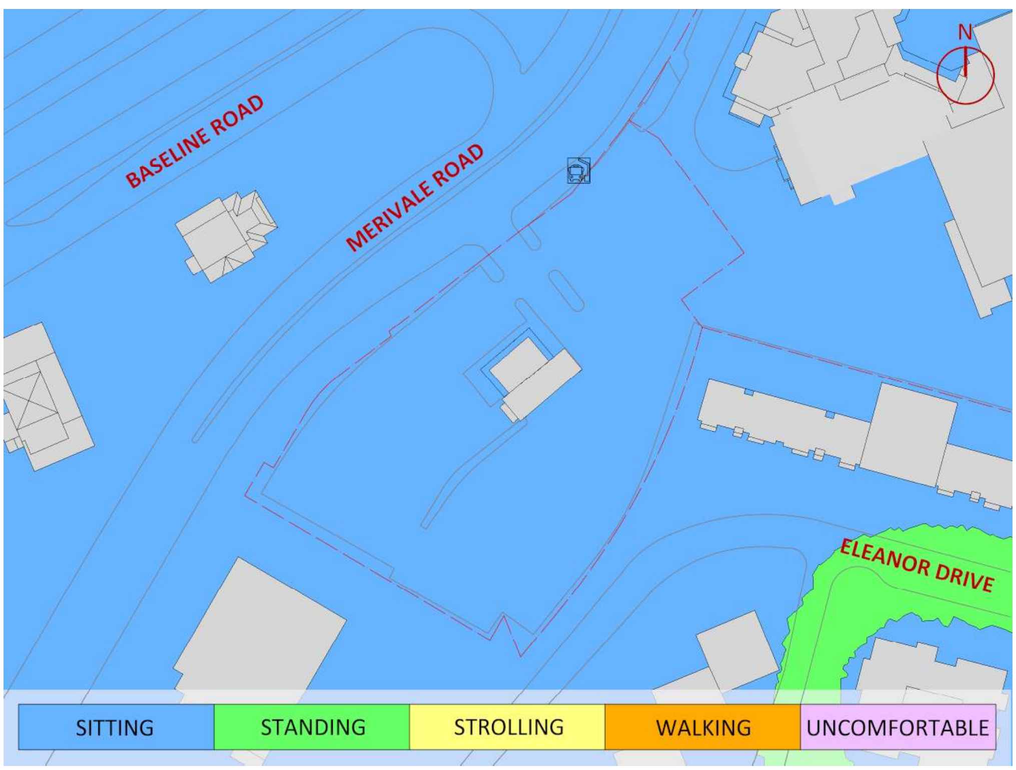

FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

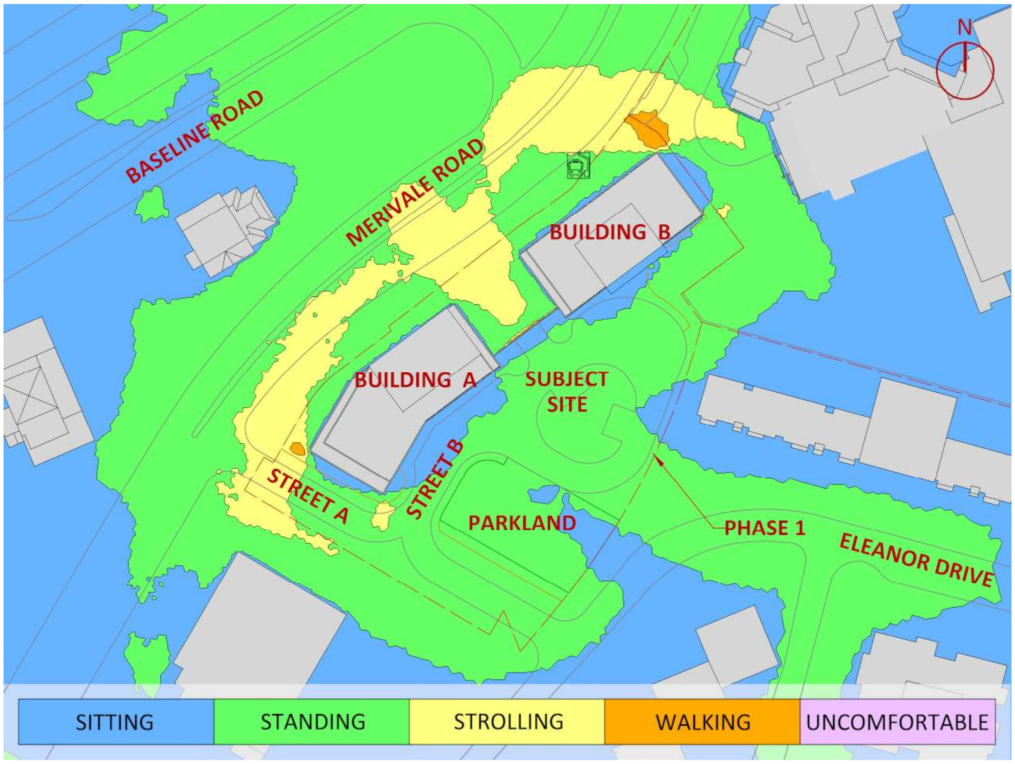

FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

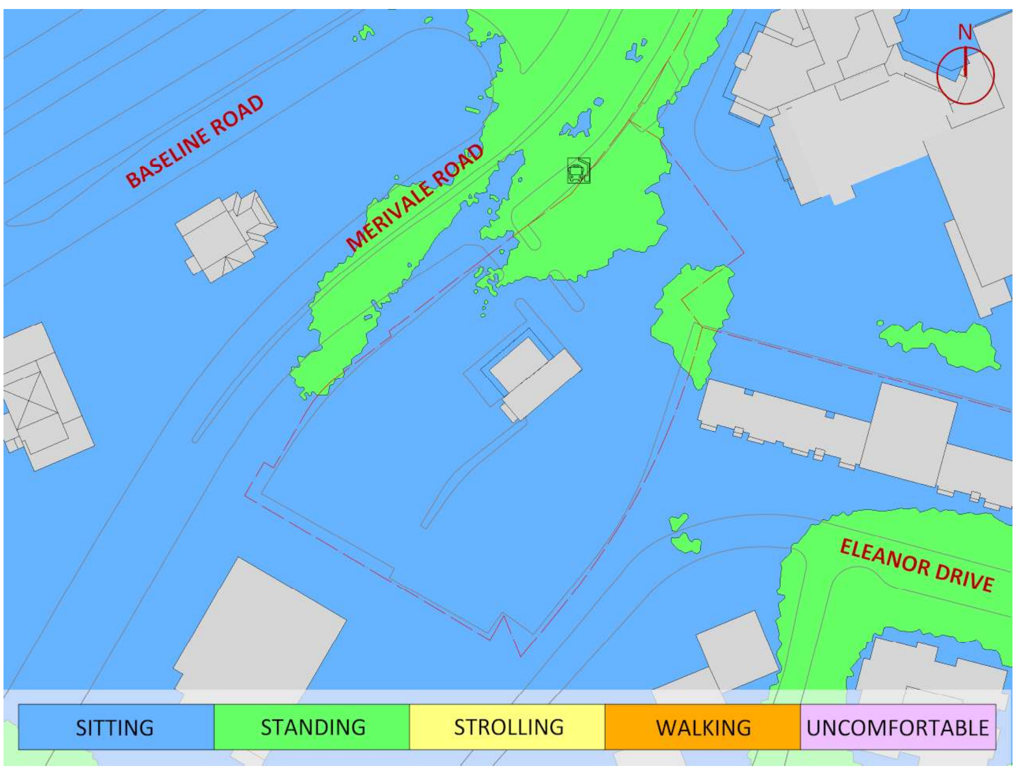

FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

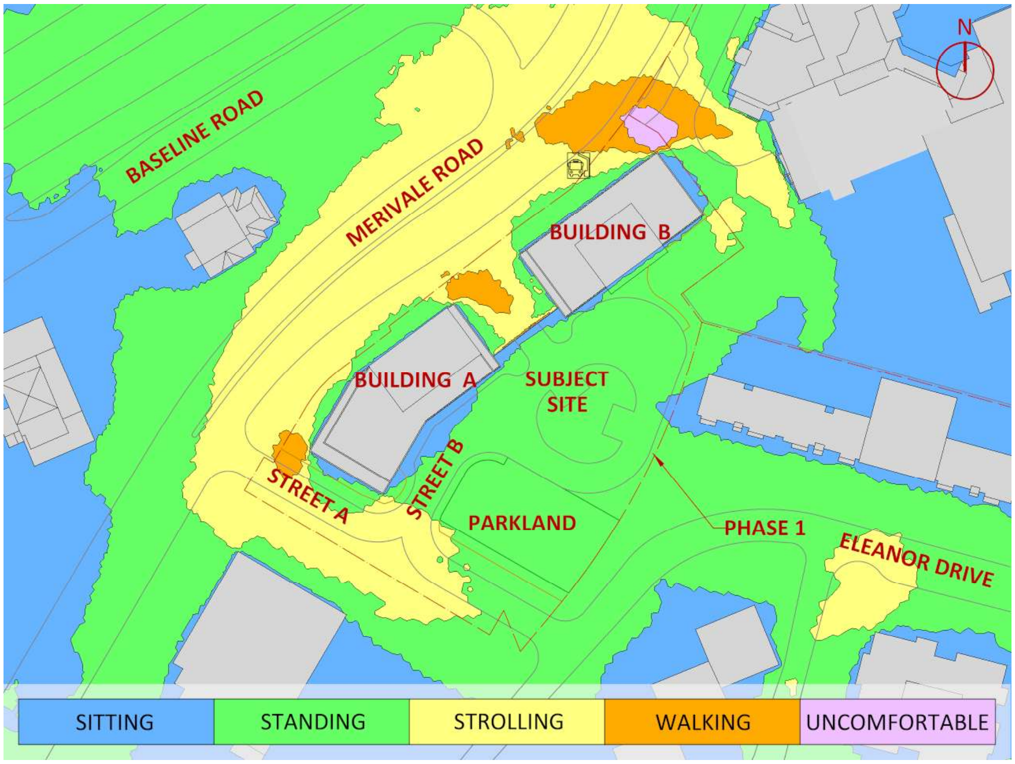

FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

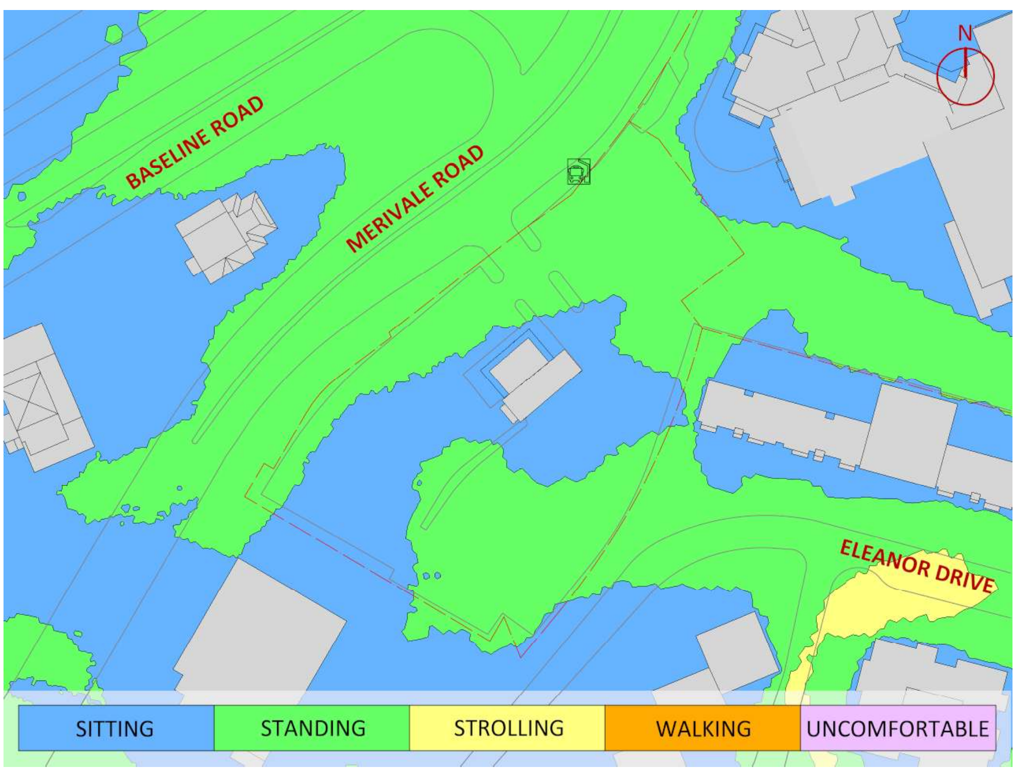

FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

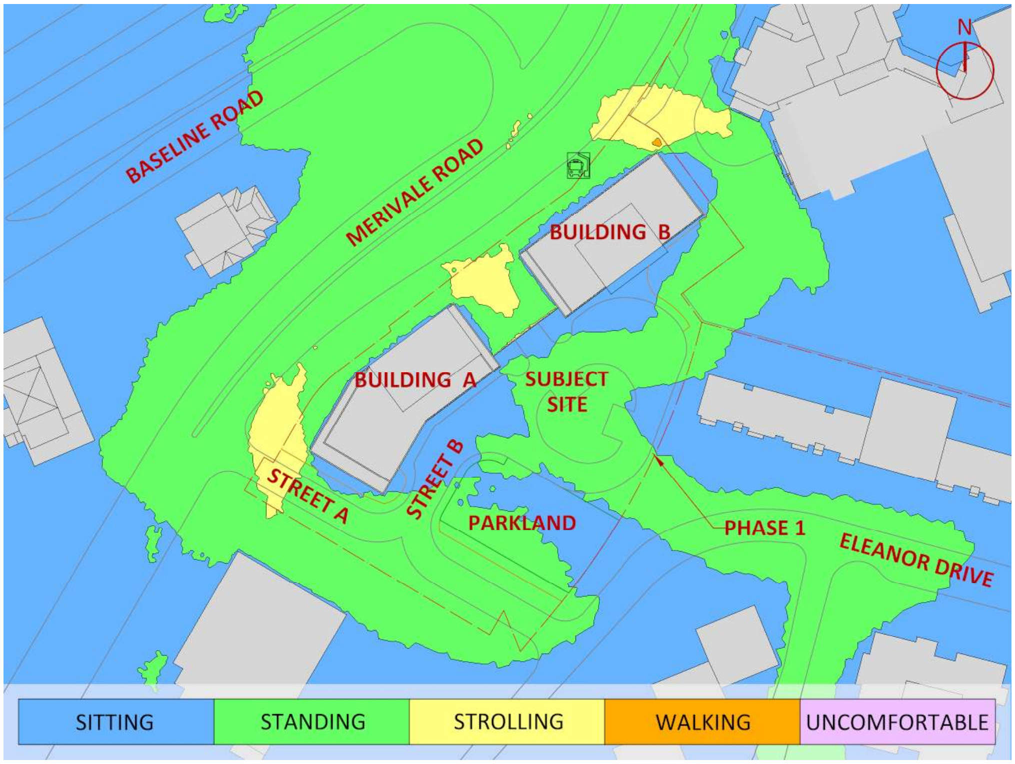

FIGURE 7: TYPICAL USE PERIOD – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

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 (that is, the area that is 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
22.5	0.19
45	0.20
67.5	0.23
90	0.24
112.5	0.24
135	0.24
157.5	0.25
180	0.25
202.5	0.24
225	0.23
247.5	0.25
270	0.25
292.5	0.25
315	0.24
337.5	0.24

TABLE 2: DEFINITION OF UPSTREAM EXPOSURE (ALPHA VALUE)

Upstream Exposure Type	Alpha Value (α)
Open Water	0.14-0.15
Open Field	0.16-0.19
Light Suburban	0.21-0.24
Heavy Suburban	0.24-0.27
Light Urban	0.28-0.30
Heavy Urban	0.31-0.33

The turbulence model in the computational fluid dynamics (CFD) simulations is a two-equation shear-stress transport (SST) model, and thus the ABL turbulence profile requires that two parameters be defined at the inlet of the domain. The turbulence profile is defined following the recommendations of the Architectural Institute of Japan for flat terrain (3).

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

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

where ***I*** = turbulence intensity, $\boldsymbol{L_t}$ = 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 Engineering Symposium, IWES 2003*, Taiwan, 2003.