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December 17, 2021

**Mr. Carlo Stefanutti**

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**Silvercreek Guelph Developments Limited**

5400 Yonge Street Suite 501  
Toronto, Ontario  
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**Re: Silvercreek Junction - Guelph, ON  
Pedestrian Wind Study – Letter of Opinion  
RWDI Project #2100721**

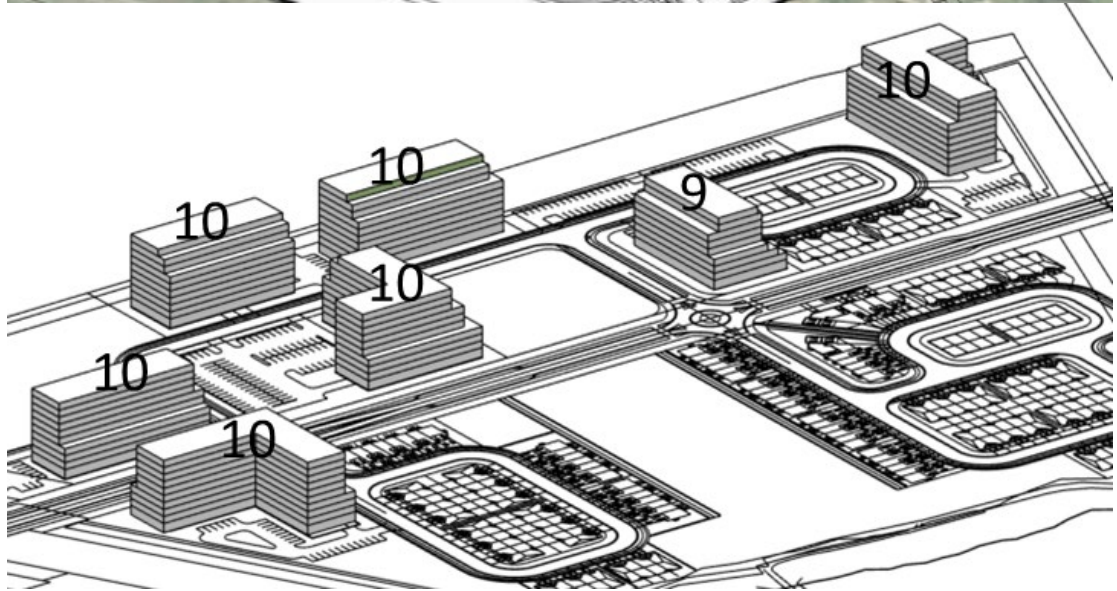
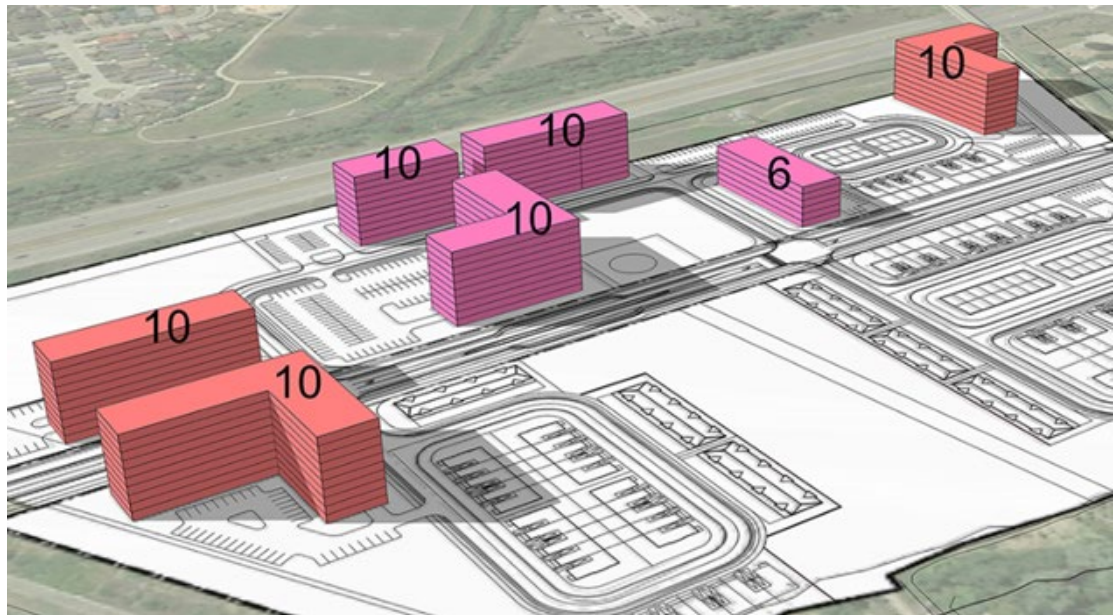
Dear Carlo,

Rowan Williams Davies & Irwin Inc. (RWDI) has prepared this letter of opinion to assess the potential impact of recent design changes on the wind comfort conditions around the proposed Silvercreek Junction Masterplan in Guelph, ON.

For the proposed project, a desktop review was conducted by RWDI in 2020, based on the local wind climate, the existing surrounding buildings and our experience with wind-tunnel testing of similar buildings. A report was submitted on November 4, 2020 and it concludes that wind conditions on and around the proposed project are not expected to exceed the recommended criteria for pedestrian safety. In general, wind conditions on sidewalks and other public areas are expected to be comfortable for sitting or standing in the summer, and for walking or better in the winter. Uncomfortable wind conditions may occur at a few building corners and higher-than-desired wind speeds are expected to occur at exposed building entrances and outdoor amenity areas.

The design has been revised since our wind assessment. Image 1 compares the building massing in 2020 with the current design, based on the drawings received by RWDI on December 13, 2021. The original design included six buildings at 10 storeys and one at 6 storeys with straight facades at all heights. While the buildings remain at 10 storeys or lower, significant building steps and tower setbacks have been incorporated in the design as shown in Images 1 and 2.

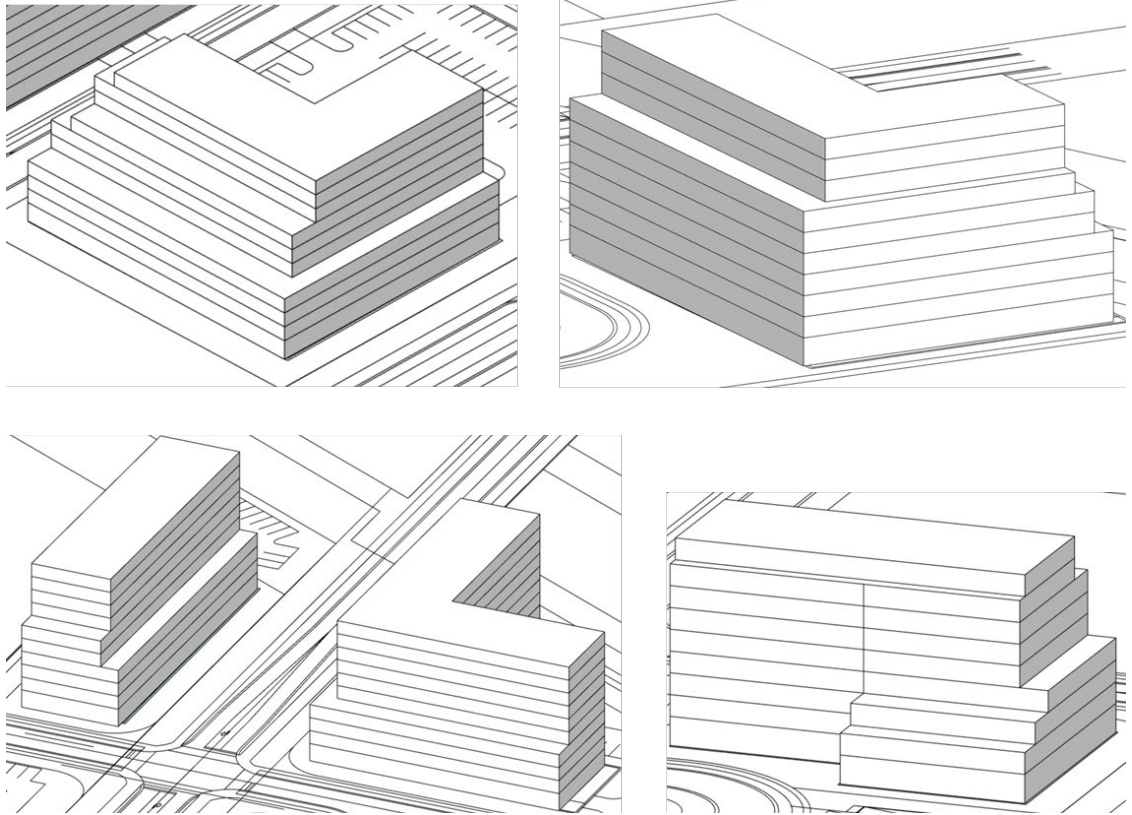
These steps along building facades and at building corners are significant for wind reduction. They are expected to reduce the winds downwashing off the building height. They also reduce the wind accelerations around building corners and along the gaps between buildings. As a result, improved wind conditions are predicted at the grade level when compared to those around the previous design. It is likely the resultant wind conditions will be suitable for the intended uses of all pedestrian areas at grade.



**Image 1: Building Massing in 2020 (Upper) and Current Design with Steps (Lower)**

Note that RWDI is currently working with the design team to develop additional strategies for wind reduction. These strategies include considerations for the preferred locations of building entrances and outdoor amenity spaces as well as architectural and landscaping features such as canopies, screens, trellises, trees and planters at key pedestrian areas on and around the development site.

It is our recommendation that further testing be conducted at a later design stage to quantify these wind conditions, confirm the need for wind control features and to optimize mitigation efforts.



**Image 2: Building Steps and Tower Setbacks in the Current Design**

We trust the above discussion satisfies your current requirements. Should you have any questions or require additional information, please do not hesitate to contact us.

Yours truly,  
**RWDI**

Hanqing Wu, Ph.D., P.Eng.  
Senior Technical Director / Principal

Peter Soligo, P.Eng.  
Project Manager

HW/PMJS/smd