REPORT

25 SEPARATION STREET

NORTHCOTE, VICTORIA

PEDESTRIAN WIND STUDY
RWDI # 2604253
October 8, 2026

SUBMITTED TO

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DOCUMENT CONTROL

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B	Mitigation Scenario 1	08 October 2026	JAN	AMC

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EXECUTIVE SUMMARY

RWDI Australia Pty Ltd (RWDI) was engaged to conduct a pedestrian wind assessment for the Proposed Development located at 25 Separation Street in Northcote, Victoria. The pedestrian level wind assessment was conducted for the following configurations:

Existing Configuration:	Existing site with existing surrounding buildings.
Proposed Configuration:	Proposed Development with existing surrounding buildings.
Mitigation Configuration:	Proposed Development with the inclusion of mitigation strategies and existing surrounding buildings.

The pedestrian level wind conditions within and around the proposed development were predicted using the results from a boundary-layer wind tunnel test combined with historical meteorological wind records for the region. The wind speeds have been evaluated against suitable criteria to assess pedestrian wind safety and comfort conditions. The results of the assessment are summarised as follows:

Existing Configuration:

Under the existing configuration, wind conditions across the site are generally suitable for their intended use, with the majority of assessed locations achieving sitting to standing comfort levels. A single wind safety exceedance was identified near the existing Acacia Tower to the north-east of the site.

Proposed Configuration:

- The existing wind safety exceedance near Acacia Tower is predicted to be resolved with the inclusion of the proposed development. Majority of ground level public spaces, building entrances, footpaths and outdoor seating areas are also predicted to satisfy the nominated wind comfort and safety criteria. However, a limited number of additional wind safety exceedances are predicted along Robbs Parade west of Building 3 and within the parking area east of the development. These impacts should be considered in light of following considerations:
    - The predicted exceedances within the eastern parking area are generally minor and should be considered in the context of the conservative assessment assumptions adopted for the wind tunnel study, including the representation of substantial upwind open terrain. The sheltering influence of established vegetation within All Nations Park and along Breavington Way likely to reduce wind impacts and should be explored.
    - The extent of exceedance is sensitive to the wind safety criterion adopted. When assessed against the Australasian Wind Engineering Society (AWES) wind safety criterion of 23 m/s, only a single location west of Building 3 is predicted to exceed the criterion, with all remaining assessed ground-level locations satisfying the AWES requirement.
- The Level 3 podium, communal rooftop terraces and selected corner balconies were assessed without detailed wind mitigation measures due to the preliminary nature of the design and were identified as areas requiring further design development.

Mitigation Configuration:

Additional wind tunnel testing incorporating preliminary mitigation measures including screens, planter boxes and awnings showed that the identified wind impacts can be substantially improved through design refinement.

- Ground level wind conditions are predicted to improve relative to the unmitigated scheme, although Robbs Parade west of Building 3 remains an area requiring further consideration as part of the ongoing Stage 2 design development. The majority of the eastern parking area is predicted to satisfy the nominated wind safety and comfort criteria following implementation of the preliminary mitigation measures. However, a few localised exceedances remain.
- Wind conditions across the Level 3 podium rooftop are predicted to improve significantly while the communal rooftop terraces are assessed as satisfying the nominated wind safety and comfort criteria with the proposed mitigation measures at all locations.
- Wind conditions across most private balconies are predicted to improve with the inclusion of screening, although a limited number of balconies remain subject to further design refinement.

Overall, the assessment indicates that the majority of publicly accessible areas associated with the development are expected to achieve appropriate wind safety and comfort outcomes. The identified areas of elevated wind impact are limited in extent and associated with elements of the design that remain under development. As the design progresses, ongoing CFD investigations, design refinement and additional wind assessments will be undertaken to further optimise wind performance and inform the final mitigation strategy.

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1 INTRODUCTION

RWDI Australia Pty Ltd (RWDI) was engaged to conduct a pedestrian wind assessment on and around the Proposed Development located at 25 Separation Street in Northcote, Victoria. This report presents the project objectives, background and approach, and discusses the results from RWDI's wind tunnel assessment. Commentary on conceptual wind control measures is also provided, if necessary.

The redevelopment is focused on the southern half of the Northcote Plaza Shopping Centre and is bound by Separation Street to the south and the existing shopping centre carpark to the east. The location of the site within its broader existing context is shown in Image 1. The surrounding area comprises predominantly of low-rise suburban housing with the high-rise Acacia Apartments located to the north. The proposed redevelopment comprises a three-storey podium supporting three residential towers. These include a 24-storey Building 1 and an 18-storey Building 2 located on the eastern portion of the site (Stage 1) and a 21-storey Building 3 situated on the western portion of the site (Stage 2). Additional low-rise buildings (Buildings 4 to 6) are positioned around the perimeter of the podium structure.



Image 1: Aerial View of the Site and Surroundings
(Source: Nearmap)

The objective of the study is to assess the wind comfort and safety conditions along pedestrian areas within and around the study site and provide recommendations for minimising adverse wind effects, if needed. This quantitative assessment is based on wind speed measurements on a scale model of the Proposed Development and its surroundings in one of RWDI's boundary-layer wind tunnels. These measurements were combined with the local wind records and compared with the appropriate criteria to gauge the wind comfort and safety in pedestrian areas. The key outdoor pedestrian-accessible areas of interest associated with the development include the pedestrian footpaths around the site, entrances to the development, and the various outdoor amenity spaces on ground and upper levels of the development.

2 BACKGROUND AND APPROACH

2.1 Wind Tunnel Study Model

To assess the wind environment within and around the Proposed Development, a 1:300 scale model of the site and surroundings was constructed for the wind tunnel tests of the following configurations:

Existing Configuration:	Existing Site with Existing Surrounding Buildings (Image 2A); and
Proposed Configuration:	Proposed Development with Existing Surrounding Buildings (Image 2B).
Mitigation Configuration:	Proposed Development with preliminary wind mitigation measures included and Existing Surrounding Buildings (Image 2C).

The wind tunnel model included all relevant surrounding buildings and topography within a radius of 360 m around the project site. This encompassed both existing structures and those currently under construction, with an expectation that these would likely be present or completed by the time the proposed subject development concludes. It is noted that both Stages 1 and 2 have been assessed together; however, it is understood that Stage 2 will be undergoing further design development.

The wind and turbulence profiles in the atmospheric boundary layer beyond the modelled area were simulated in RWDI's wind tunnel, incorporating spires and roughness blocks.

The wind tunnel model was instrumented with 225 specially designed wind speed sensors to measure mean and gust wind speeds at a full-scale height of approximately 1.5 – 2 m above local ground in pedestrian areas throughout the study site. The placement of wind measurement sensors was based on our experience and understanding of the pedestrian usage for this site. Wind speeds were measured for 36 directions in 10-degree increments. The measurements at each sensor location were recorded in the form of ratios of local mean and gust speeds to the mean wind speed at a reference height above the model.

Note that no vegetation was included as part of the configurations tested, in accordance with AWES Guidelines (2024). The method for testing scale models in the wind tunnel is consistent with internationally recognised good practice, and meets the requirements set out in the Australasian Wind Engineering Society Quality Assurance Manual (AWES-QAM-2019).



Image 2A: Wind Tunnel Study Model – Existing Configuration

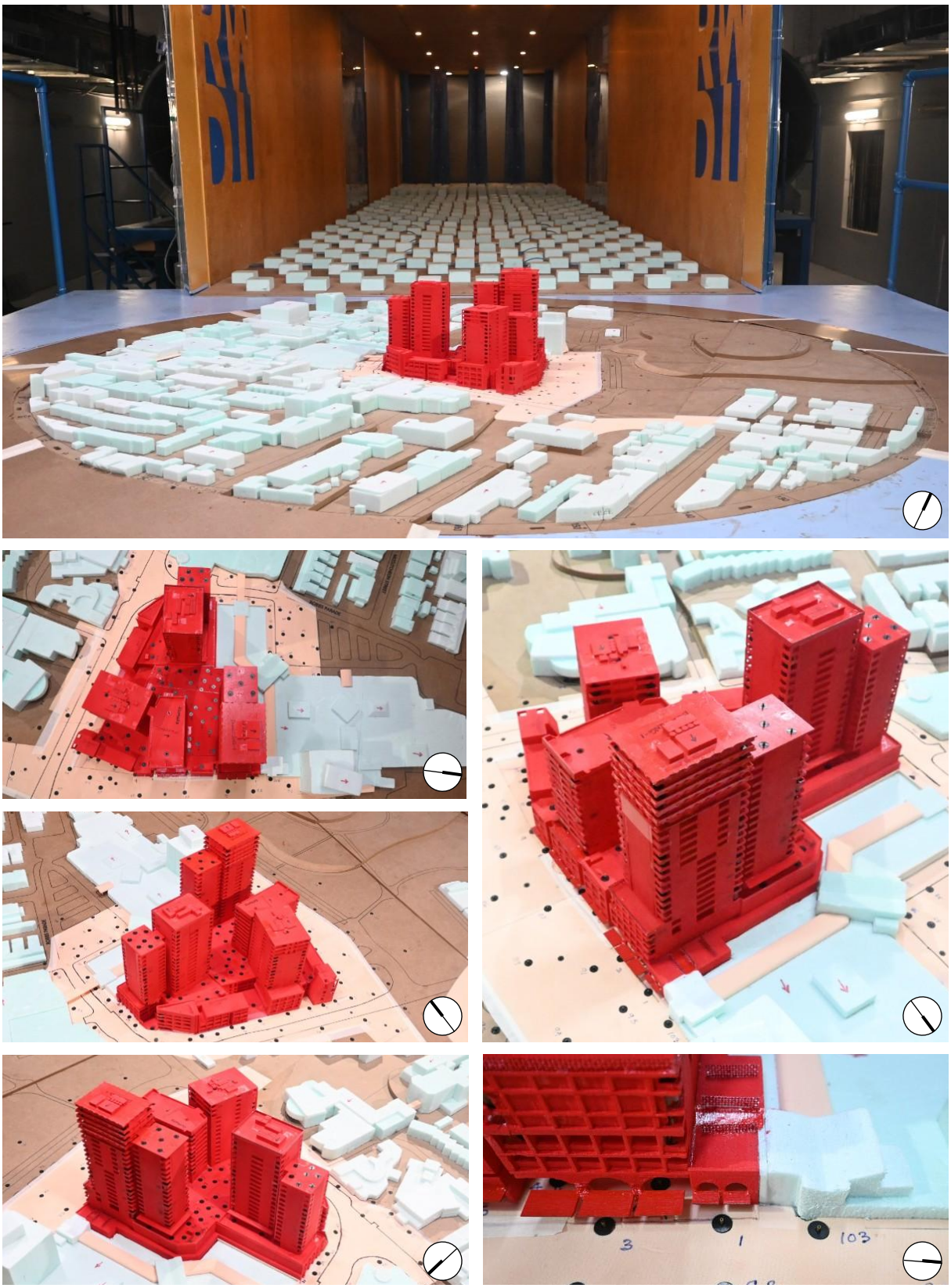


Image 2B: Wind Tunnel Study Model – Proposed Configuration

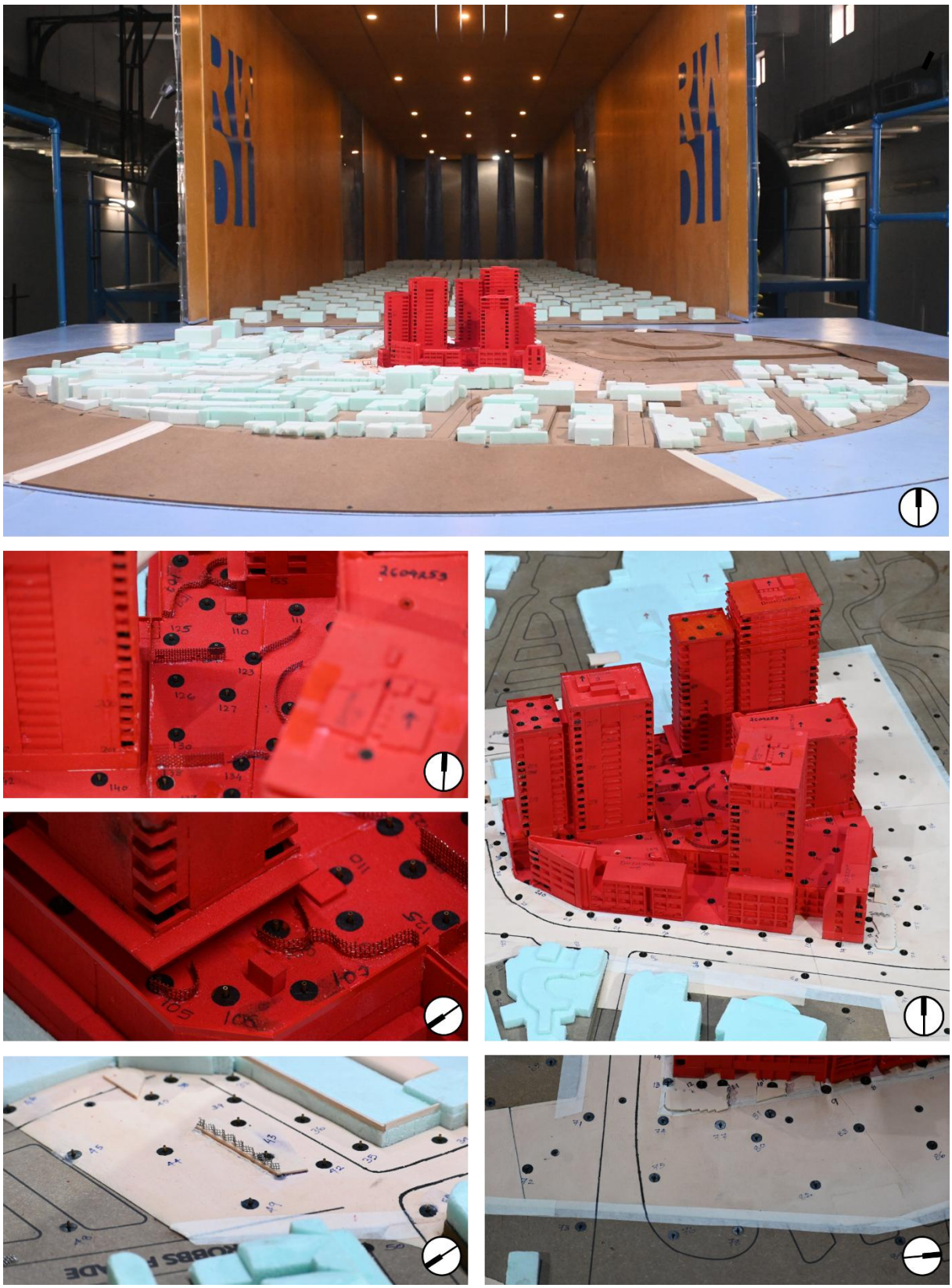


Image 2C: Wind Tunnel Study Model – Mitigation Configuration

2.2 Meteorological Data

Wind statistics recorded at Melbourne Airport between 1995 and 2025 (inclusive) were analysed to assess the wind conditions in the study area. Image 3 graphically depicts the directional distributions of wind frequencies and speeds at the observation site. Winds from the north are predominant in the region with secondary winds from the south and west to south-west directions throughout the year, as indicated below. Strong winds of a mean speed greater than 10 m/s measured at the airport (at an anemometer height of 10 m) occur for 11.4% of the time during the year.

Time-history of the wind for the period above were combined with the wind tunnel data to predict the frequency of occurrence of full-scale wind speeds. The full-scale wind predictions were then compared with the wind criteria for pedestrian comfort and safety, as described in Section 2.3.

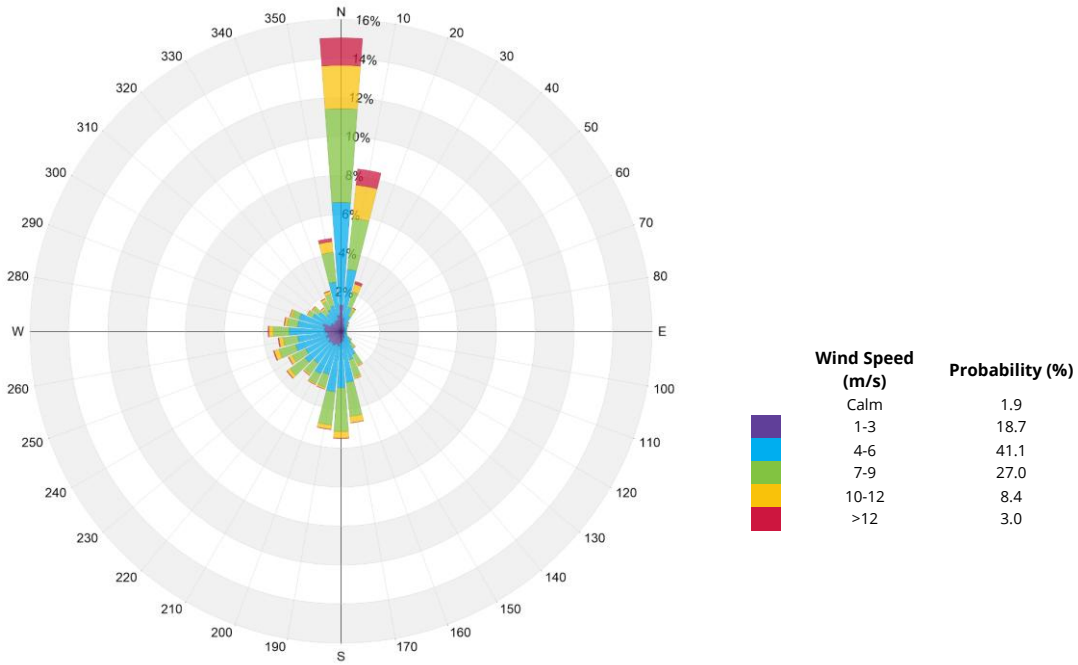


Image 3: Directional Distribution of Winds Approaching Melbourne Airport (1995 to 2025)

2.3 Pedestrian Wind Criteria

The pedestrian wind criteria specified below were used to assess wind comfort and safety conditions in the current study. The comfort and safety conditions for these criteria are based on gust-equivalent-mean (GEM) wind speeds and 3-second gust speeds, respectively.

Table: Pedestrian Wind Comfort and Safety Criteria

Comfort Category	GEM Speed (m/s)	Description
Sitting	≤ 3	Calm or light breezes desired for passive activities such as café and outdoor dining spaces.
Standing	3 - 4	Gentle breezes suitable for main building entrances, bus stops, communal and commercial terraces, and other places where pedestrians may linger.
Walking	4 - 5	Moderate to high winds suitable for private balconies and for strolling along downtown street, plaza, or park.
Uncomfortable	> 5	Strong winds of this magnitude are considered a nuisance for all pedestrian activities, and wind mitigation is typically recommended.

Notes:
(1) GEM speed = max (mean speed, gust speed/1.85); and Gust Speed = Mean Speed + 3*RMS Speed.
(2) Wind conditions are considered to be comfortable if the predicted GEM speeds are within the respective thresholds for at least 80% of the time.

Safety Criterion	Gust Speed (m/s)	Description
Exceeded	> 20	Excessive gust speeds can adversely affect a pedestrian's balance and footing. Wind mitigation is required.

Notes:
(1) Based on an annual exceedance of 9 hours or 0.1% of the time.
(2) Only gust speeds need to be considered in the wind safety criterion.

It is essential to highlight that the safety criterion proposed above leans towards a conservative stance when compared to widely accepted standards in other regions. For instance, the wind safety criteria outlined in the Australasian Wind Engineering Society Guidelines for Pedestrian Wind Effects (2024) and by Melbourne (1978) rely on a peak 3-second gust wind speed of 23m/s, with an exceedance threshold of 0.1% of the time during the year. This criterion is the most widely used and agreed-upon safety standard in Australia. Moreover, alternative widely embraced criteria, such as those recommended by Soligo et al. (1998) and Arens et al. (2013) as well as ASCE (2004), propose a peak 3-second gust of 25m/s, with an exceedance threshold of 0.1% of the time during the year. These criteria are more widely used around the globe (e.g. North America, New Zealand or Middle East). Therefore, it is advised to contextualise the wind safety findings presented herein with respect to these other widely utilised criteria.

3 RESULTS AND DISCUSSION

The predicted wind conditions are shown in Figures 1A through 2.3C located in the "Figures" section of this report. These conditions and the associated wind speeds are also presented in Table 1, located in the "Tables" section of this report. The following is a detailed discussion of the suitability of the predicted wind conditions for the anticipated pedestrian use of each area of interest. Note that wind tunnel tests have been carried out without any form of wind ameliorations or vegetation/landscaping to establish a baseline understanding of the wind conditions around the site.

3.1 Generalised Wind Flows

In the discussion of wind conditions on and around the proposed development, reference may be made to the following generalised wind flows (see Image 4). If these building/wind combinations occur for prevailing winds, there is a greater potential for increased wind activity and uncomfortable or potentially unsafe conditions. Design details such as setting back a tower from the edges of a podium, deep canopies close to ground level, windscreens / tall trees with dense landscaping, etc. as shown in Image 4 can help to reduce the high wind activity. The choice and effectiveness of these measures would depend on the exposure and orientation of the site with respect to the prevailing wind directions and the size and massing of the proposed buildings.

Conversely, in areas where higher wind velocities are desired, design measures can be implemented to enhance wind flow. For instance, channels aligned with prevailing wind directions can be integrated into the design to promote increased wind infiltration in regions prone to stagnant conditions. Such measures are particularly beneficial in areas with generally milder climates and high humidity levels, such as those closer to the equator.

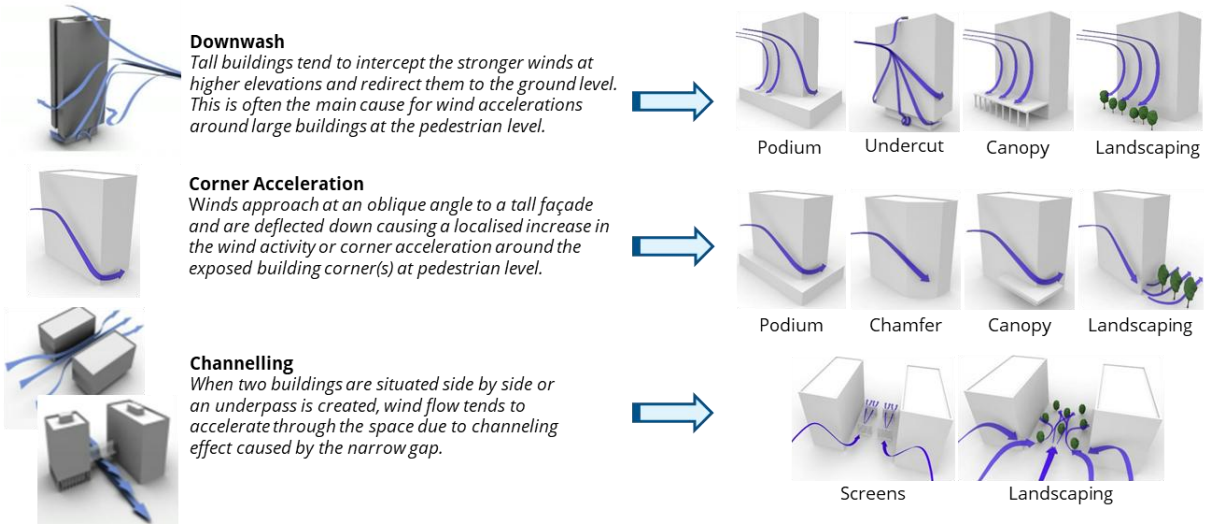


Image 4: General Wind Flows around Buildings and Examples of Wind Control Measures

3.2 Existing Configuration

3.2.1 Wind Safety

Wind speeds at ground level were found to exceed the safety criterion to the northeast of the site in the vicinity of the existing Acacia Tower (Sensor 100).

3.2.2 Wind Comfort

The existing wind environment was found to be suitable for sitting to standing comfort across the majority of assessed locations. Areas within the eastern parking and adjoining parklands were generally suitable for walking comfort.

High winds exceeding the wind comfort criteria were observed in the vicinity of the existing Acacia Tower along the thoroughfare leading to the eastern entrance of Northcote Shopping Plaza (Sensor 100). Mature vegetation within All Nations Park and along Breavington Way may provide an additional degree of shelter from prevailing winds and is not fully reflected in the assessment methodology adopted for the wind tunnel study.

3.3 Proposed Configuration

3.3.1 Wind Safety

3.3.1.1 Ground Level and Neighbouring Sites

With the inclusion of the proposed development, the wind safety exceedance identified under the existing configuration is resolved. However, additional wind safety exceedances are predicted at the following locations.

- West of Building 3 along Robbs Parade (Sensors 28, 30 and 32): Note that the design of Stage 2 is subject to evolve as part of further design coordination. Hence, the results presented here should be considered indicative of potential areas requiring further design consideration rather than final pedestrian wind comfort outcomes for the development. Additional studies are being carried out to refine the space (refer to Section 3.5)
- East of the development within the existing ground-level parking area (Sensors 81, 83, 84, 86, 91 and 94): Wind speeds at these locations are predicted to marginally exceed the nominated criterion under the proposed development scenario. It is noted that these estimates are conservative due to the representation of the surrounding environment adopted for the wind tunnel studies. In particular, the potential sheltering influence of established upwind vegetation within All Nations Park and along Breavington Way is not fully represented in the assessment and may contribute to lower wind speeds than predicted in practice. Under the existing scenario, predicted typical gust wind speeds within the eastern car park generally range between 17 and 19 m/s, with the proposed development resulting in only a minor increase relative to these baseline conditions. Accordingly, the exceedances should be considered in the context of the conservative assumptions adopted for the assessment and their relatively minor magnitude relative to existing conditions.

It should be noted that the extent of exceedance identified is sensitive to the selected wind safety criterion. When assessed against the AWES Guidelines criterion of 23 m/s, only a single location (Sensor 32) is predicted

to exceed the criterion. Accordingly, the extent of wind safety exceedance across the site is limited with all remaining ground-level areas expected to satisfy the AWES criterion.

3.3.1.2 Level 03 Podium Rooftop

The Level 3 podium rooftop was assessed without the inclusion of screening or other wind mitigation measures as the design was still evolving at the time of the assessment. As a result, several areas within the Level 3 podium terrace were predicted to be impacted by elevated wind speeds caused by the downwash of northerly winds and the subsequent localised corner acceleration and channelling effects of these winds between Buildings 1, 2 and 3.

Areas located to the south of Buildings 2 and 3 are comparatively sheltered from these wind effects with the majority of these areas predicted to satisfy the nominated wind safety criterion. Refer to Figure 2.2B.

3.3.1.3 Communal Terraces

Similar to the Level 3 podium rooftop terrace, the Level 20 (Building 1) and Level 17 (Building 3) rooftop terraces were also assessed without the inclusion of any wind ameliorating elements such as perimeter screening or local awnings. As a result, several locations within these terraces are predicted to exceed the nominated wind safety criterion.

3.3.1.4 Private Balconies

Wind conditions on balconies can exhibit notable variability based on the wind direction and position of an individual relative to the balustrade, partitions, screens, and other structural elements. The inherent challenge in accurately assessing wind comfort on individual balconies within the Proposed Development arises from the discrepancy in balcony size relative to the scale of the model which can require removal of balustrades to accommodate the sensors. To provide a semi-quantitative insight into potential conditions, measurements were conducted at representative balcony locations on the study model. Note that for wind tunnel testing, railings are typically removed due to their limited influence on the winds.

Based on the findings of the wind tunnel study, the following private balconies are expected to be impacted by strong winds:

- Building 1 – North-east corner balconies from Levels 5 to 18 (Representative Sensors 163 and 168), impacted by local corner acceleration of north winds.
- Building 3 – North-east corner balconies from Levels 7 and above (Representative Sensors 205, 210, 221), impacted by local corner acceleration of north winds.
- Building 3 – North-west corner balconies on Levels 17 and above (Representative Sensor 220), impacted by local corner acceleration of north winds
- Building 3 – South-west corner balconies on Levels 17 and above (Representative Sensor 223), impacted by local corner acceleration of south-west winds.

3.3.2 Wind Comfort

3.3.2.1 Ground Level and Neighbouring Sites

With the inclusion of the Proposed Development, the overall wind conditions across parts of the site are expected to increase. Nevertheless, the majority of ground level areas within and surrounding the site are predicted to achieve the nominated wind comfort criteria, including the building entrances, most outdoor seating areas at the north-west corner of the site along Robbs Parade and to the east of Buildings 1 and 2, and the surrounding footpaths and parking areas. Areas of increased wind impacts are predicted at the following locations:

- At the south-east corner of the site (Sensor 74) where the local acceleration of northerly and southerly winds around the corner result in the elevated impacts. Minor contributions from westerly winds are also predicted.
- Along Robbs Parade to the west of Building 3 (Sensors 28, 30, 32) where the northerly and southerly winds are channelled along the footpath. The local change in topography and the awning above Robbs Parade connecting to the existing shopping areas are also expected to contribute to the increase in north winds.

3.3.2.2 Level 03 Podium Rooftop and Communal Terraces

As noted in Section 3.3.1.2, with minimal detail in the design, wind conditions across much of the podium rooftop terrace are predicted to range from walking to uncomfortable levels. More sheltered areas, such as those located to the south of Buildings 2 and 3, are expected to be suitable for a mix of sitting and standing uses, consistent with their intended function as communal outdoor spaces.

Similarly, the Level 20 (Building 1) and Level 17 (Building 3) rooftop terraces are exposed to regional winds with typical wind conditions likely to range from walking to uncomfortable levels.

3.3.2.3 Private Balconies

Wind comfort levels within most private balconies are expected to be relatively calm and suitable for intended use of these spaces. Note that target wind comfort level for private balconies is walking, reflecting their intermittent occupancy and elective use by residents.

Windier conditions are expected within the following private balconies:

- Building 1 – North-east corner balconies from Levels 5 to 10 (Representative Sensors 163), impacted by local corner acceleration of north winds.
- Building 3 – North-west corner balconies on Levels 17 and above (Representative Sensor 220), impacted by local corner acceleration of north winds

3.4 Mitigation Configuration

Based on the findings of the wind tunnel assessment and ongoing design coordination with the project team, an additional round of wind tunnel testing was undertaken incorporating a range of preliminary wind mitigation measures, including screens, planter boxes and other architectural wind amelioration elements (refer to Figures 1.1C-1.3C and Figures 2.1C-2.3C for markup and results). The assessment is intended to identify areas where further wind-related design refinement may be beneficial and should not be interpreted as representing final pedestrian wind conditions for the completed development. The location, extent and form of any wind mitigation measures remain subject to detailed design development and will be further considered as the project progresses. Notwithstanding these ongoing design considerations, the inclusion of the preliminary mitigation measures is predicted to provide a noticeable improvement in the overall pedestrian wind environment, particularly within the upper-level outdoor spaces, as discussed below.

- **Ground Level:** Wind safety conditions at ground level are predicted to improve relative to the unmitigated scheme following the incorporation of the mitigation measures. The area west of Building 3 along Robbs Parade continues to exceed the wind safety criterion. While the majority of previously identified safety exceedances within the parking area east of the site have been resolved, isolated exceedances remain east of Buildings 1, 2 and 3. Pedestrian wind comfort has also improved across much of the ground plane, with wind conditions generally suitable for walking activities.
- **Level 3 Podium:** A noticeable improvement in wind conditions was achieved across the Level 3 podium rooftop following the implementation of the mitigation measures, including screening and planter boxes, with approximately half of the previously identified wind safety exceedances resolved. Wind comfort conditions have also improved, with many areas now suitable for walking activities.
- **Communal Rooftop Terraces:** The communal rooftop terraces on Level 20 of Building 1 and Level 17 of Building 3 are now assessed as meeting both the wind safety and comfort criteria.
- **Private Balconies:** The proposed porous full-height screening for the balconies resulted in notable improvements to wind safety and comfort across all balcony locations. However, other areas without the screening were noted to marginally exceed the criteria (Level 21 north-east corner balcony of Building 1; Building 2 south-west corner balconies L4-6; Building 3 north-west corner L4-6).
  It is noted that wind speeds for north-east corner balconies on Level 20 of Building 3 reduced the inclusion of porous full-height screening. However, this was not completely resolved.

3.5 Design Advice and Wind Mitigation Strategy

Based on the findings of the wind tunnel study, the following in-principle wind mitigation strategies are recommended as the design of the development progresses:

- **Ground Level**: The primary area that remains subject to elevated wind conditions is along Robbs Parade to the west of Stage 2. It is noted that Stage 2 remains under design development and further opportunities to optimise wind performance will continue to be explored as the design progresses. Preliminary CFD studies suggest that the elevated wind conditions are influenced by redirected winds shedding from the roof of the neighbouring building into the street corridor, together with local channelling effects along Robbs Parade (refer to Image 5). The proposed pocket park at the north-western corner of the site incorporates substantial upwind tree planting which is anticipated to provide a degree of shelter to winds approaching over the relatively open upwind terrain. While the influence of vegetation is inherently dependent on species selection, maturity and ongoing landscape

implementation, the proposed planting is expected to contribute positively to the local wind environment along Robbs Parade. The proposed trees are situated within areas that are not predicted to experience adverse wind conditions and are therefore not considered to conflict with the recommendations of the Australasian Wind Engineering Society Guidelines for Pedestrian Wind Effects (2024) regarding the placement of vegetation within areas of stronger winds.

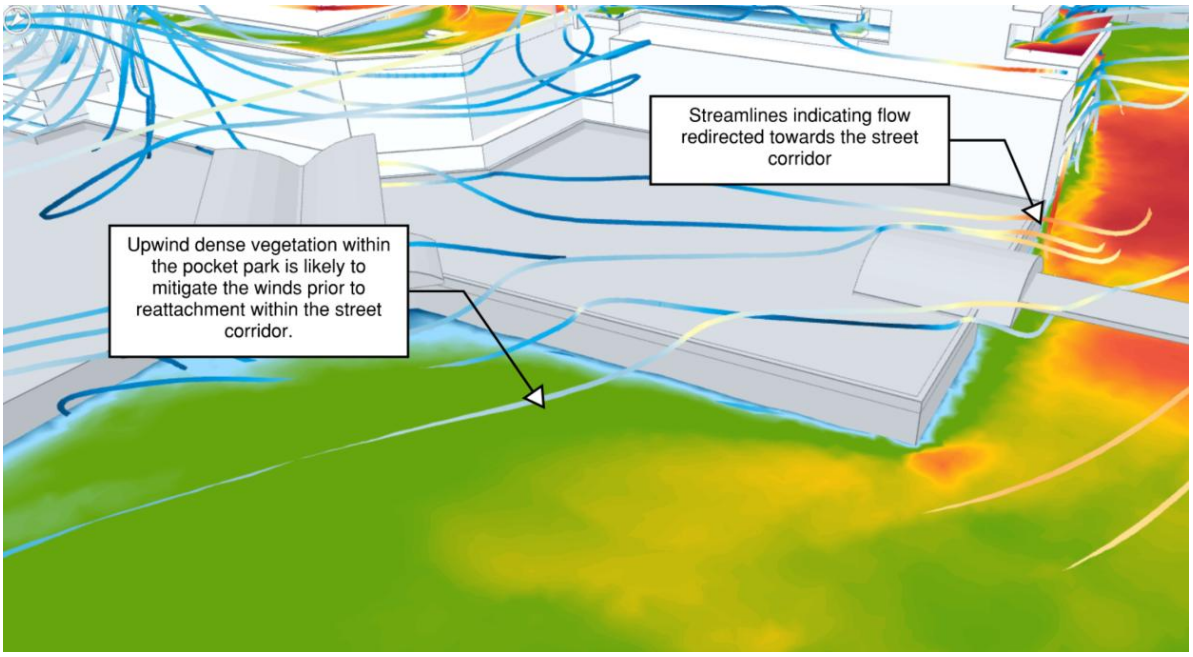


Image 5: Streamline Assessment Indicating Flow Impacting Robbs Parade

Similarly, for the existing parking structure to the east of the site, as noted, wind impacts are driven by the open exposure modelled in the wind tunnel tests (as required). However, this provides a conservative estimate of the wind speeds. The presence of established upwind vegetation within All Nations Park and along Breavington Way may provide an additional degree of shelter that is not fully reflected in the assessment methodology. Nonetheless, additional wind mitigation strategies such as screening integrated within planters and increased height of planter boxes will be explored.

- **Level 3 Podium**: While the overall wind environment is substantially improved with the inclusion of proposed screening and canopies, further enhancements to the height and density of the proposed mitigation measures is recommended.
- **Rooftop Communal Terraces:** It is recommended to retain the 2 m tall screens.
- **Private Balconies:** To address the wind impacts within the corner balconies, it is recommended to include full-height impermeable screening along one of the open aspects at the following locations:
    - Building 1 - All north-east corner balconies.
    - Building 2 - South-west corner balconies (Levels 4-6)
    - Building 3 - North-east corner balconies (Levels 7 and above)
    - Building 3 - North-west corner balconies (Levels 4-6 & Levels 17 and above)
    - Building 3 - South-west corner balconies (Levels 17 and above)

4 STATEMENT OF LIMITATIONS

Limitations

This report entitled '*25 Separation Street Pedestrian Wind Study*' was prepared by RWDI Australia Pty Ltd ("RWDI") for T&P Northcote Development Pty Ltd ("Client"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilise the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this report carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.

Design Assumptions

RWDI confirms that the pedestrian wind assessment (the "**Assessment**") discussed herein was performed by RWDI in accordance with generally accepted professional standards at the time when the Assessment was performed and in the location of the Project. No other representations, warranties, or guarantees are made with respect to the accuracy or completeness of the information, findings, recommendations, or conclusions contained in this Report. This report is not a legal opinion regarding compliance with applicable laws.

The findings and recommendations set out in this report are based on the following information disclosed to RWDI. Drawings and information listed below were received and used to construct the scale model of the proposed 25 Separation Street (**"Project Data**").

File Name	File Type	Date Received
2413_Northcote_MASTRER A_R25 - 3D View - {3D - mitchell-walker32GJG}	.dwg	20 July 2026
2413_Northcote Village_DTP Planning Submission_Architectural Drawings_260619 (1)	PDF	17 July 2026

The recommendations and conclusions are based on the assumption that Project Data and Climate Data are accurate and complete. RWDI assumes no responsibility for any inaccuracy or deficiency in information it has received from others. In addition, the recommendations and conclusions in this report are partially based on historical data and can be affected by a number of external factors, including but not limited to Project design, quality of materials and construction, Site conditions, meteorological events, and climate change. As such, the conclusions and recommendations contained in this report do not list every possible outcome.

The opinions in this report can only be relied up on to the extent that the Project Data and Project Specific Conditions have not changed. Any change in the Project Data or Project Specific Conditions not reflected in this report can impact and/or alter the recommendations and conclusions in this report. Therefore, it is incumbent upon the Client and/or any other third party reviewing the recommendations and conclusions in this report to contact RWDI in the event of any change in the Project Data and Project Specific Conditions in order to determine whether any such change(s) may impact the assumptions upon which the recommendations and conclusions were made.

5 REFERENCES

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FIGURES



LEGEND:

COMFORT CATEGORIES:
- Sitting
- Standing
- Walking
- Uncomfortable

SENSOR LOCATION:
- Grade Level
- Existing Building

Pedestrian Wind Comfort Conditions

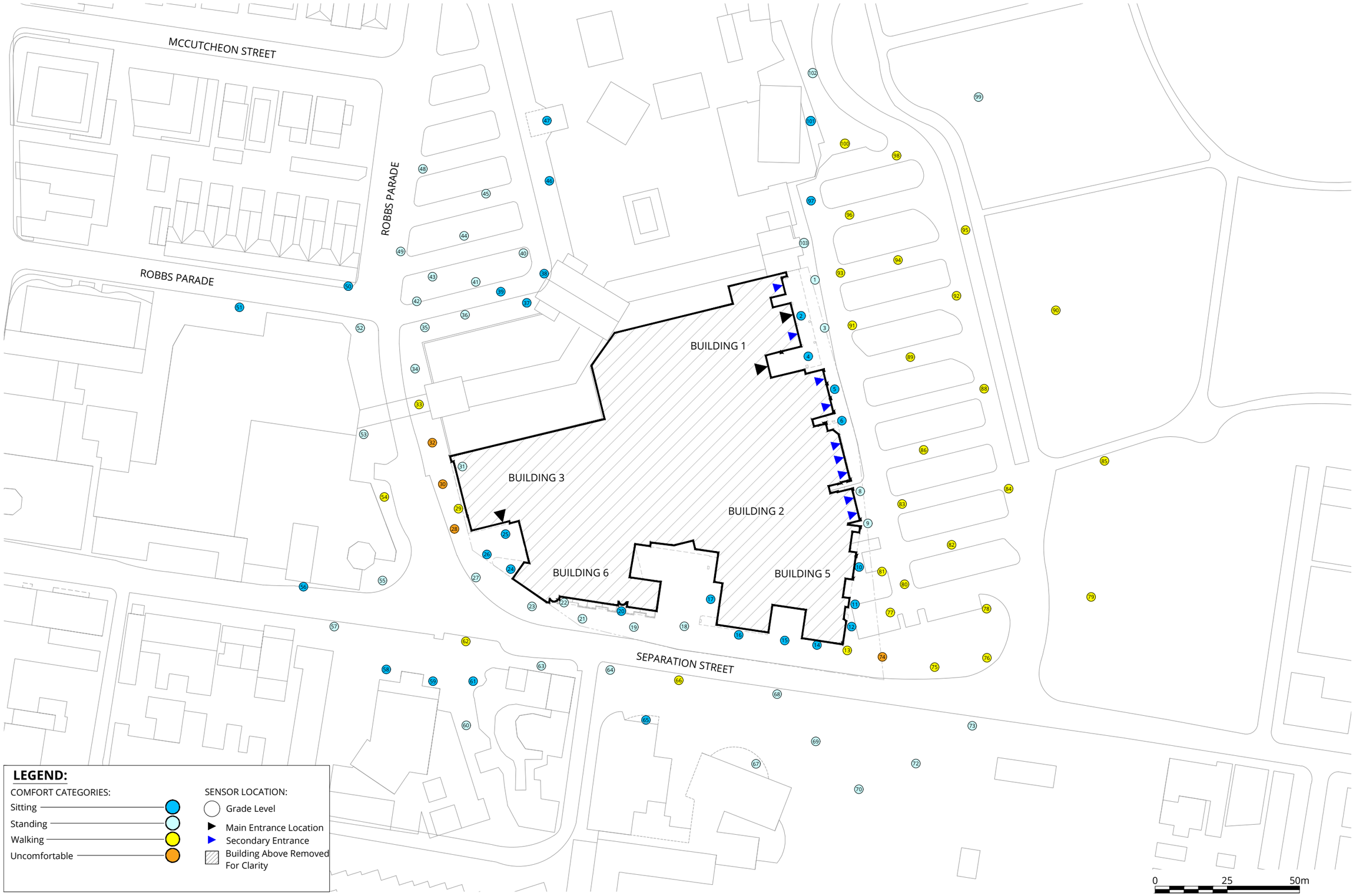
Existing Configuration - Ground
Annual (January to December, 0:00 to 23:00)

25 Separation Street - Northcote, VIC

True North

Project #2604253

Drawn by:	ASL	Figure:	1A
Approx. Scale:	1:1250		
Date Revised:	Aug. 20, 2026		



LEGEND:

COMFORT CATEGORIES:
- Sitting
- Standing
- Walking
- Uncomfortable

SENSOR LOCATION:
- Grade Level
- Main Entrance Location
- Secondary Entrance
- Building Above Removed For Clarity

Pedestrian Wind Comfort Conditions

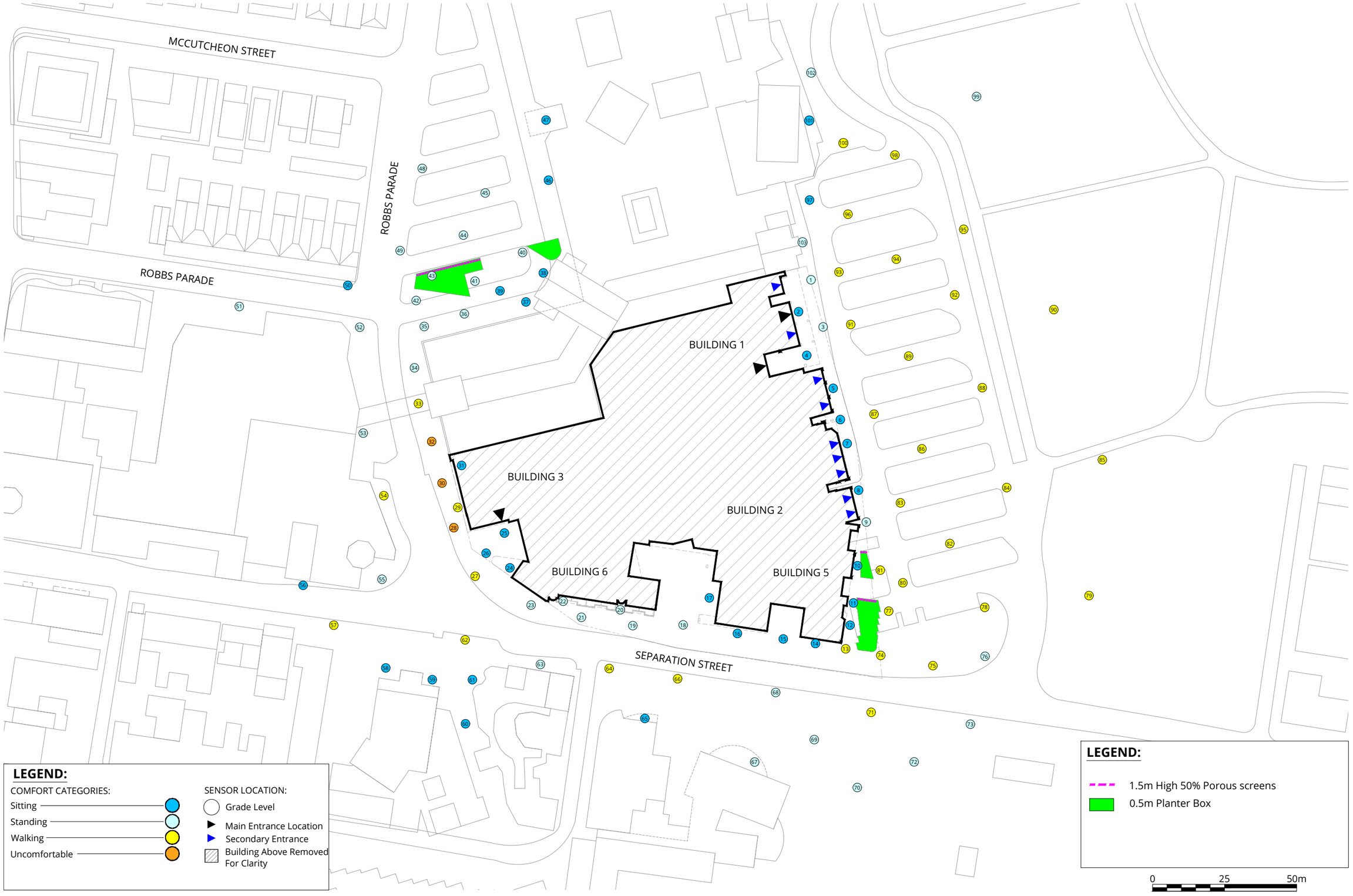
Proposed Configuration - Ground
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25 Separation Street - Northcote, VIC

True North

Project #2604253

Drawn by:	ASL	Figure:	1.1B
Approx. Scale:	1:1250		
Date Revised:	Aug. 20, 2026		



LEGEND:

COMFORT CATEGORIES:
- Sitting
- Standing
- Walking
- Uncomfortable

SENSOR LOCATION:
- Grade Level
- Main Entrance Location
- Secondary Entrance
- Building Above Removed For Clarity

LEGEND:
- 1.5m High 50% Porous screens
- 0.5m Planter Box

0 25 50m

Pedestrian Wind Comfort Conditions

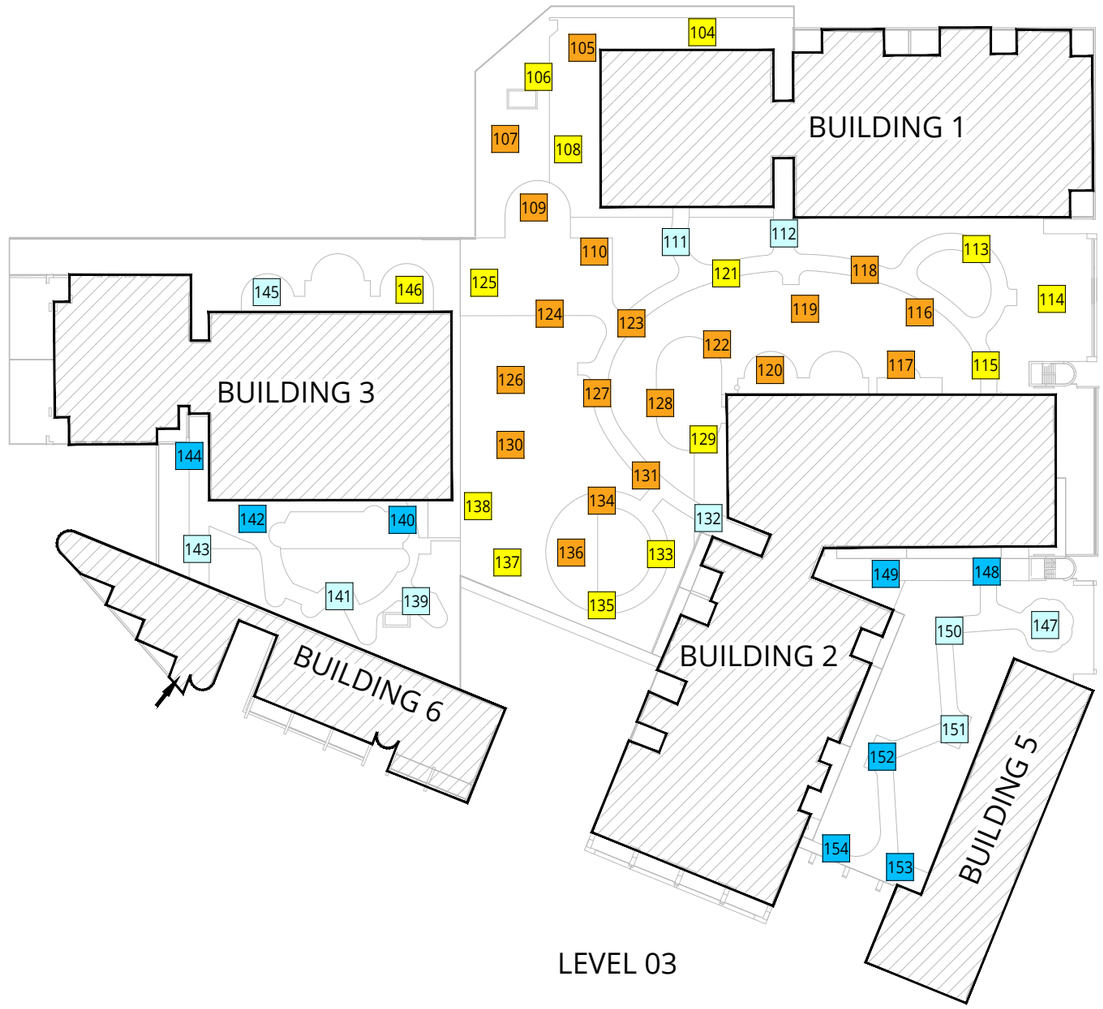
Mitigation Configuration - Ground
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25 Separation Street - Northcote, VIC

True North

Project #2604253

Drawn by:	ASL	Figure:	1.1C
Approx. Scale:	1:1250		
Date Revised:	Sep. 22, 2026		



LEVEL 03

LEGEND:

COMFORT CATEGORIES:
- Sitting
- Standing
- Walking
- Uncomfortable

SENSOR LOCATION:
- Terrace
- Building Above Removed For Clarity

0 10 30m

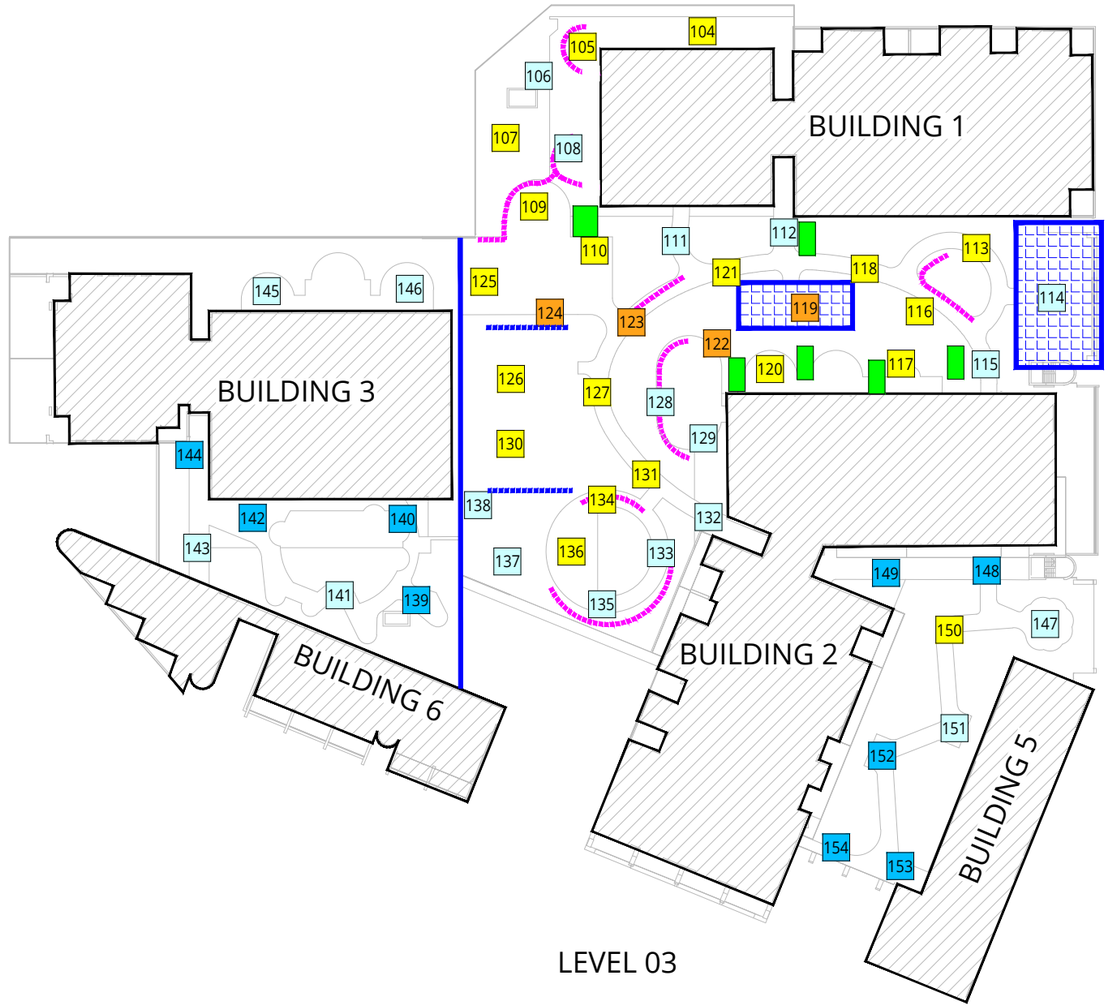
Pedestrian Wind Comfort Conditions
Proposed Configuration - Terrace
Annual (January to December, 0:00 to 23:00)

25 Separation Street - Northcote, VIC

True North

Project #2604253

Drawn by: ASL	Figure: 1.2B	
Approx. Scale: 1:750		
Date Revised: Aug. 20, 2026		



LEVEL 03

LEGEND:

COMFORT CATEGORIES:
- Sitting
- Standing
- Walking
- Uncomfortable

SENSOR LOCATION:
- Terrace
- Building Above Removed For Clarity

LEGEND:
- Awnings
- 2m High 50% Porous screens
- 4m high Solid wall
- 4m high 50% Porous screens
- 1m High Planter Box

0 10 30m

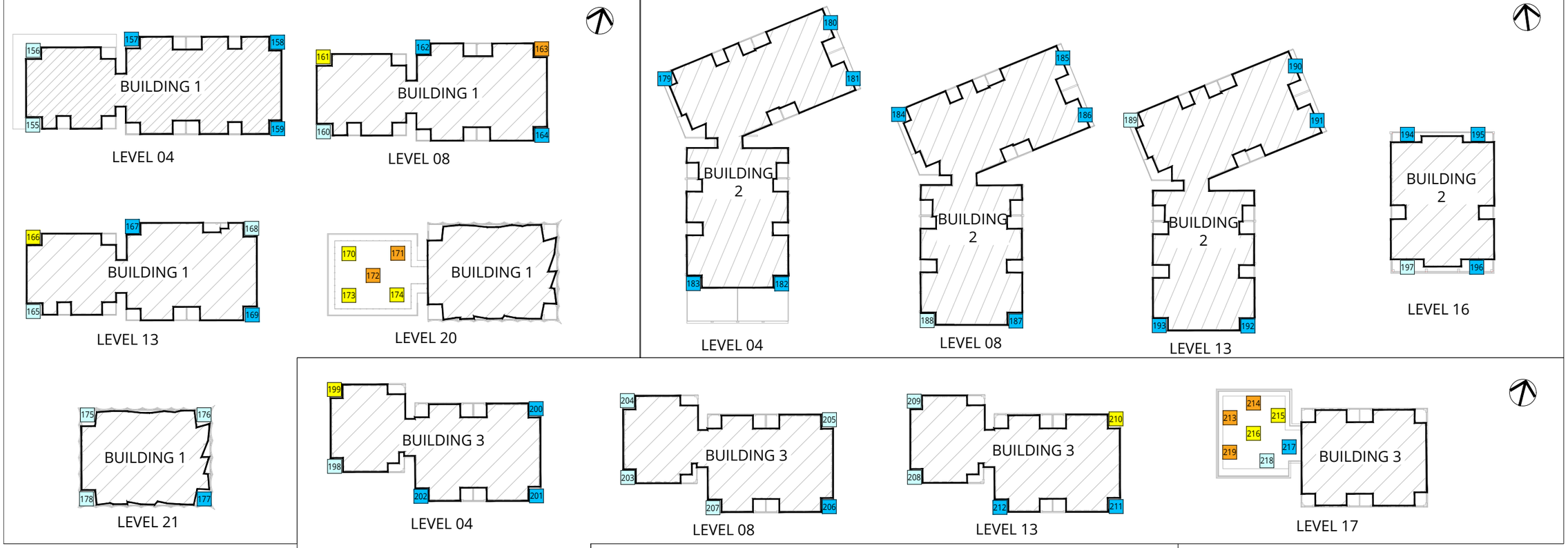
Pedestrian Wind Comfort Conditions
Mitigation Configuration - Terraces
Annual (January to December, 0:00 to 23:00)

25 Separation Street - Northcote, VIC

True North

Project #2604253

Drawn by: ASL	Figure: 1.2C	
Approx. Scale: 1:750		
Date Revised: Sep. 22, 2026		



LEGEND:

COMFORT CATEGORIES:
- Sitting
- Standing
- Walking
- Uncomfortable

SENSOR LOCATION:
- Terraces
- Building Above Removed For Clarity

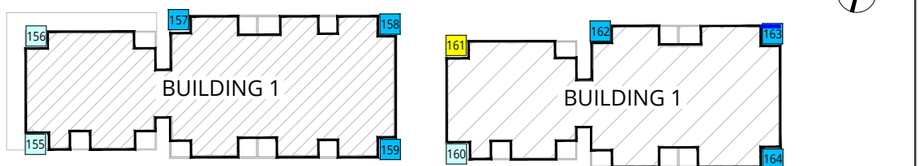
0 20 40m

Pedestrian Wind Comfort Conditions
Proposed Configuration - Terraces & Balconies
Annual (January to December, 0:00 to 23:00)

25 Separation Street - Northcote, VIC

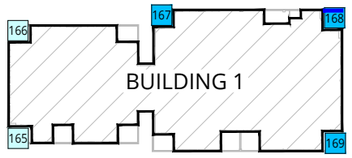
Project #2604253

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Date Revised:	Aug. 20, 2026		

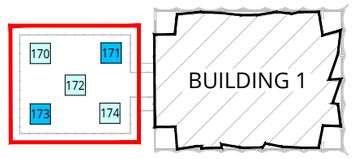


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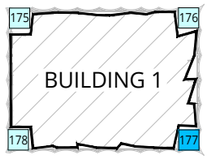
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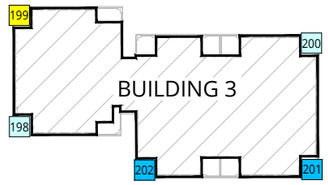
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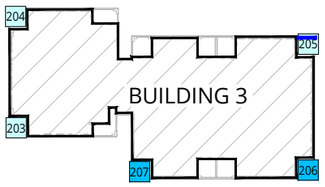
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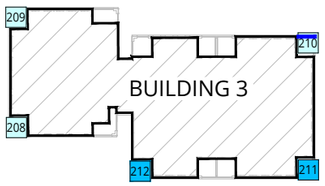
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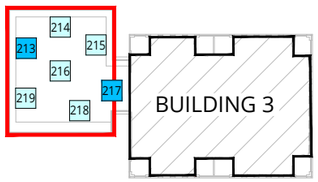
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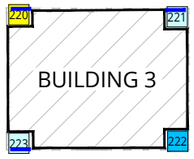
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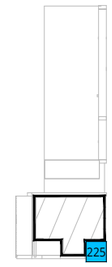
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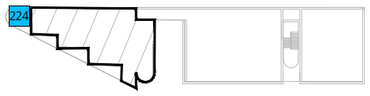
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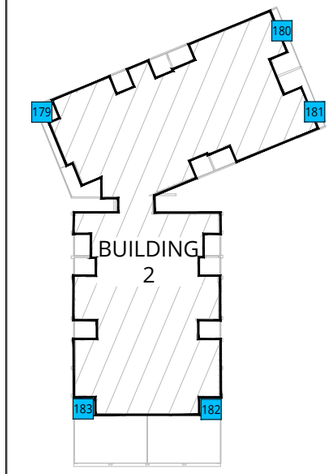
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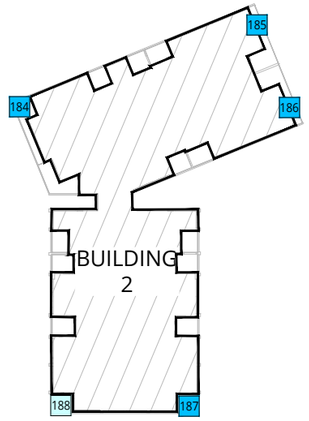
BUILDING 5
LEVEL 04



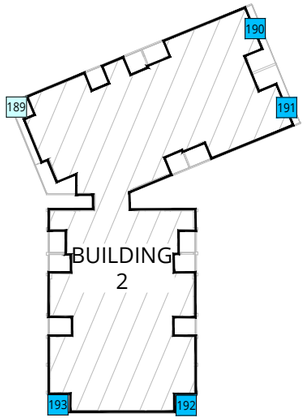
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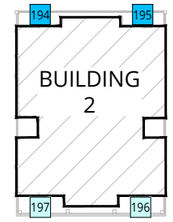
LEVEL 04



LEVEL 08



LEVEL 13



LEVEL 16

LEGEND:

COMFORT CATEGORIES:
- Sitting
- Standing
- Walking
- Uncomfortable

SENSOR LOCATION:
- Terraces
- Building Above Removed For Clarity

LEGEND:
- 2m High Solid Parapet
- Full Height 50% Porous Screens

0 20 40m

Pedestrian Wind Comfort Conditions
Mitigation Configuration - Terraces & Balconies
Annual (January to December, 0:00 to 23:00)

25 Separation Street - Northcote, VIC

Project #2604253

Drawn by:	ASL	Figure:	1.3C
Approx. Scale:	1:1000		
Date Revised:	Sep. 22, 2026		

MCCUTCHEON STREET

ROBBS PARADE

ROBBS PARADE

SEPARATION STREET

LEGEND:

SAFETY CATEGORIES:

Pass

Exceeded

SENSOR LOCATION:

Grade Level

Existing Building

0 25 50m

Pedestrian Wind Safety Conditions

Existing Configuration - Ground

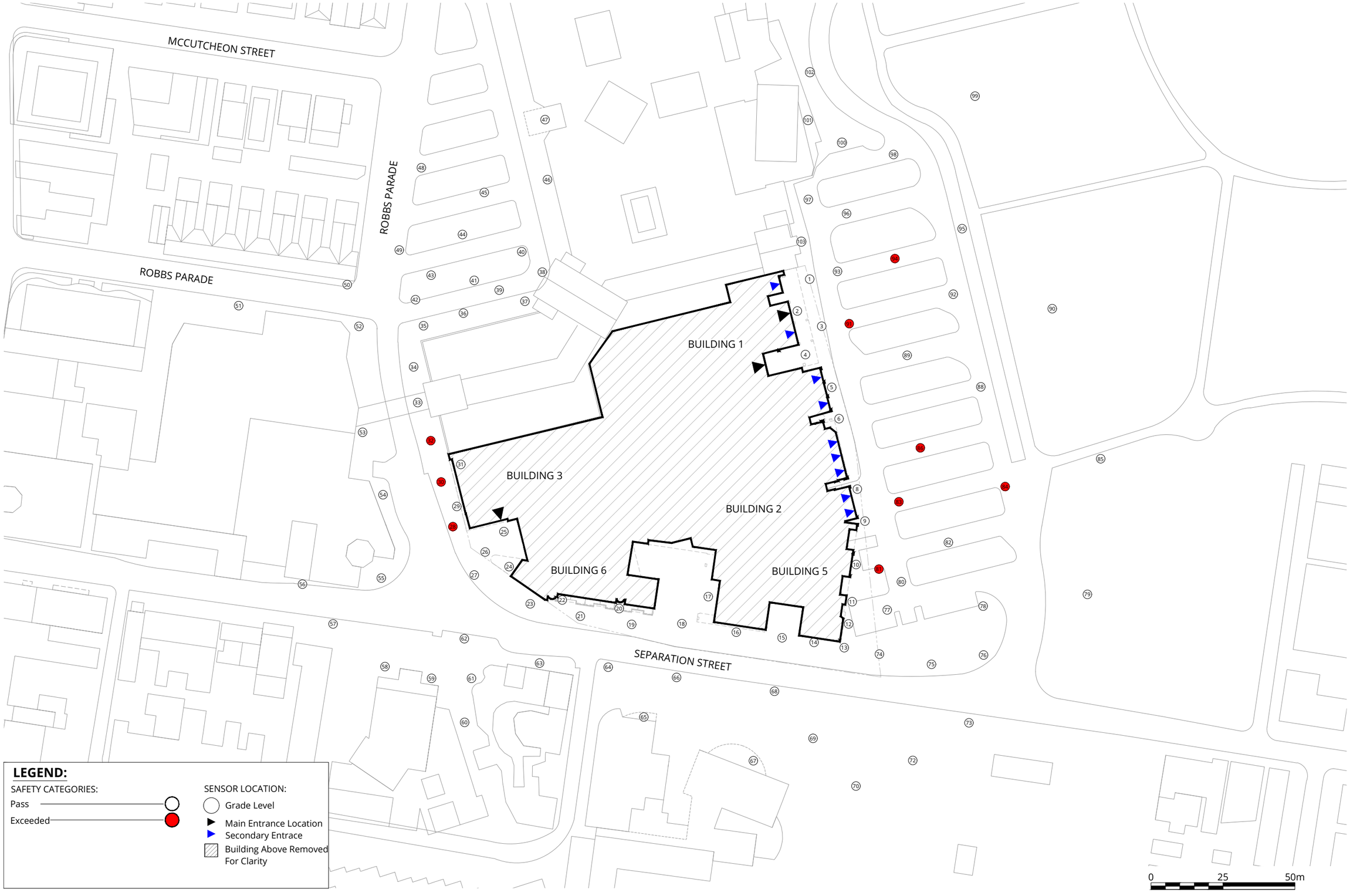
Annual (January to December, 0:00 to 23:00)

25 Separation Street - Northcote, VIC

True North

Project #2604253

Drawn by:	ASL	Figure:	2A
Approx. Scale:	1:1250		
Date Revised:	Aug. 20, 2026		



LEGEND:

SAFETY CATEGORIES:
- Pass
- Exceeded

SENSOR LOCATION:
- Grade Level
- Main Entrance Location
- Secondary Entrace
- Building Above Removed For Clarity

Pedestrian Wind Safety Conditions

Proposed Configuration - Ground
Annual (January to Decemeber, 0:00 to 23:00)

25 Separation Street - Northcote, VIC

True North

Project #2604253

Drawn by:	ASL	Figure:	2.1B
Approx. Scale:	1:1250		
Date Revised:	Aug. 20, 2026		

MCCUTCHEON STREET

ROBBS PARADE

ROBBS PARADE

SEPARATION STREET

BUILDING 1

BUILDING 2

BUILDING 3

BUILDING 5

BUILDING 6

LEGEND:

SAFETY CATEGORIES:

Pass

Exceeded

SENSOR LOCATION:

Grade Level

Main Entrance Location

Secondary Entrace

Building Above Removed For Clarity

LEGEND:

1.5m High 50% Porous screens

0.5m Planter Box

0 25 50m

Pedestrian Wind Safety Conditions

Mitigation Configuration - Ground

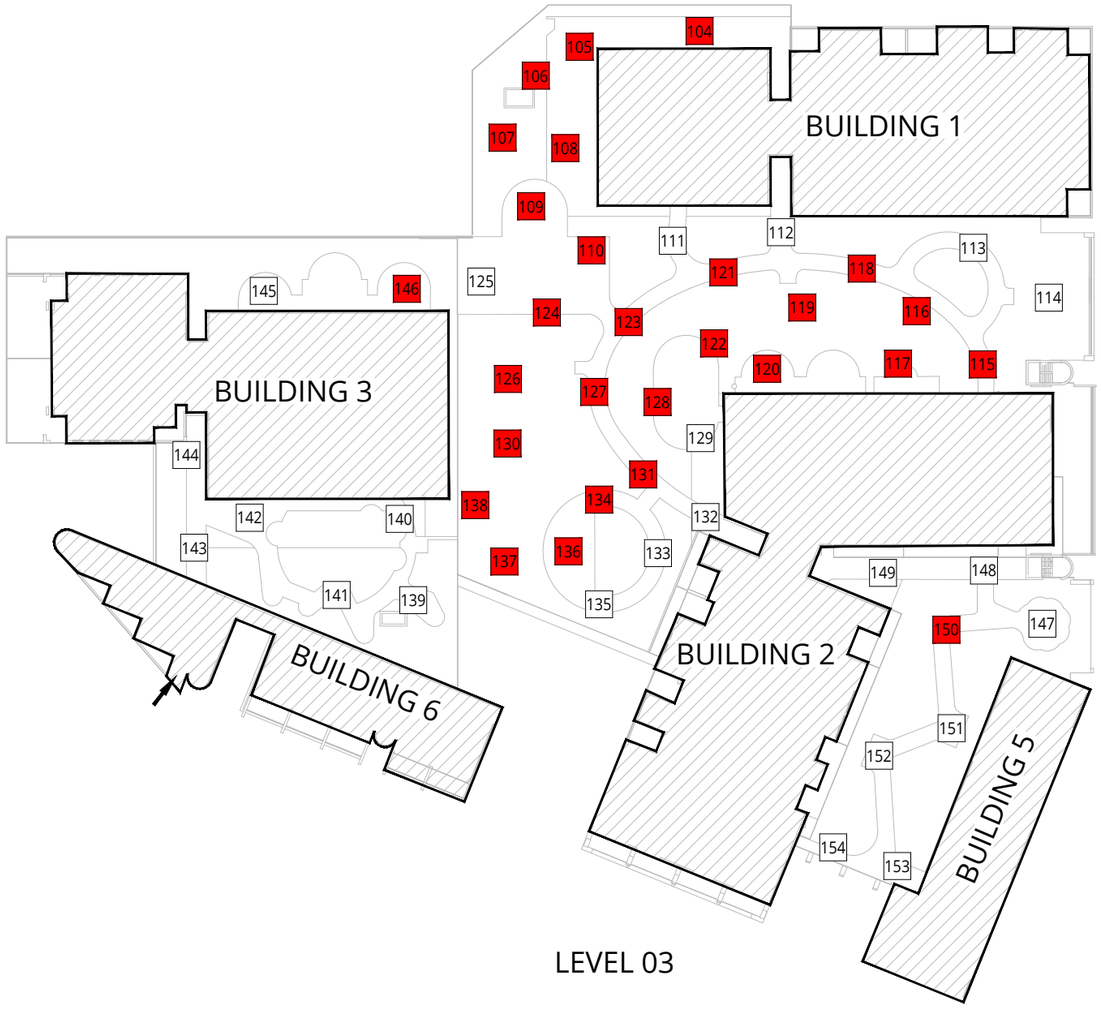
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25 Separation Street - Northcote, VIC

True North

Project #2604253

Drawn by:	ASL	Figure:	2.1C
Approx. Scale:	1:1250		
Date Revised:	Sep. 22, 2026		



LEVEL 03

LEGEND:

SAFETY CATEGORIES:
- Pass
- Exceeded

SENSOR LOCATION:
- Terrace
- Building Above Removed For Clarity

0 10 30m

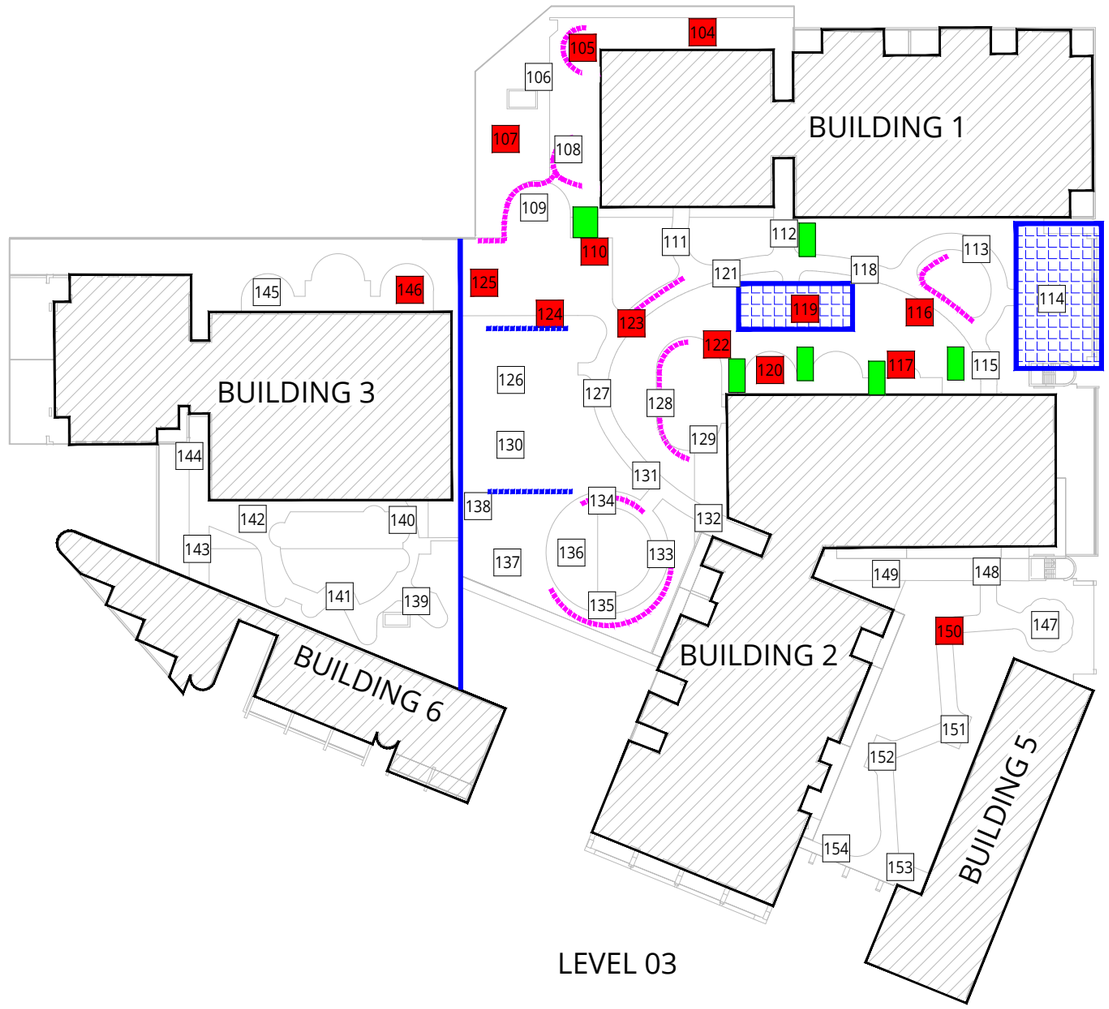
Pedestrian Wind Safety Conditions
Proposed Configuration - Terrace
Annual (January to Decemeber, 0:00 to 23:00)

25 Separation Street - Northcote, VIC

True North

Project #2604253

Drawn by:	ASL	Figure:	2.2B
Approx. Scale:	1:750		
Date Revised:	Aug. 20, 2026		



LEVEL 03

LEGEND:

SAFETY CATEGORIES:

Pass

Exceeded

SENSOR LOCATION:

Terrace

Building Above Removed For Clarity

LEGEND:

Awnings

2m High 50% Porous screens

4m high Solid wall

4m high 50% Porous screens

1m High Planter Box

0 10 30m

Pedestrian Wind Safety Conditions

Mitigation Configuration - Terrace

Annual (January to Decemeber, 0:00 to 23:00)

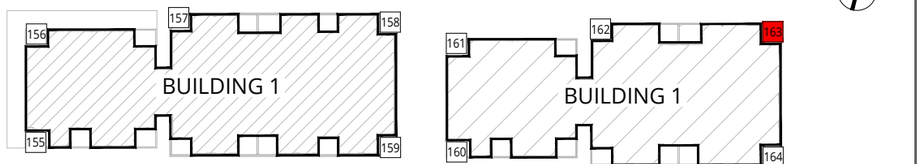
25 Separation Street - Northcote, VIC

True North

Drawn by: ASL | Figure: 2.2C

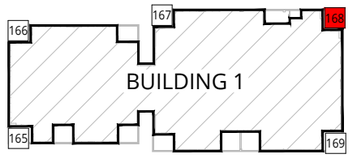
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Project #2604253 | Date Revised: Sep. 22, 2026

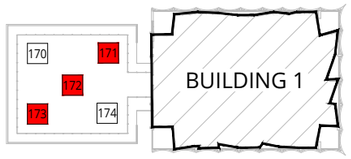


LEVEL 04

LEVEL 08



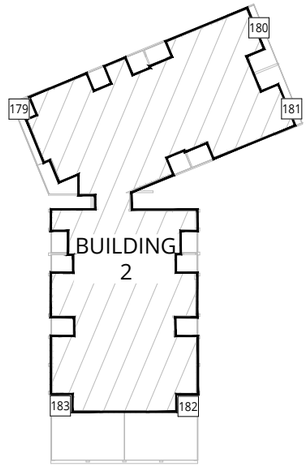
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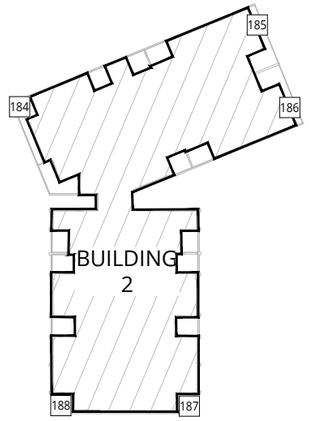
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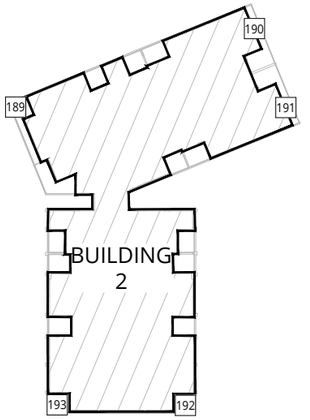
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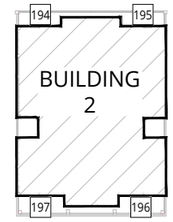
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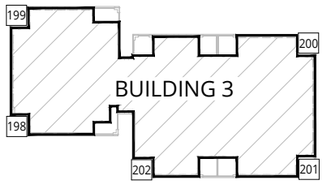
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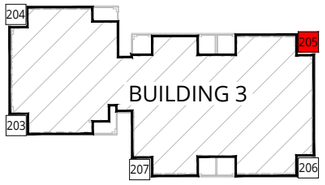
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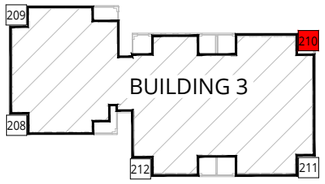
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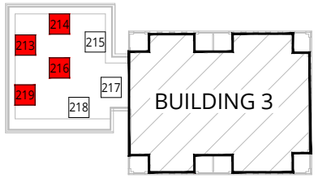
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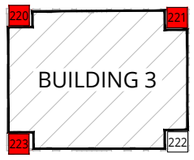
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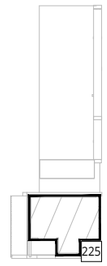
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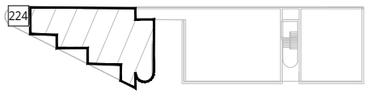
LEVEL 17



LEVEL 20



BUILDING 5
LEVEL 04



BUILDING 6
LEVEL 04

LEGEND:

SAFETY CATEGORIES:

Pass

Exceeded

SENSOR LOCATION:

Terraces

Building Above Removed For Clarity

0 20 40m

Pedestrian Wind Safety Conditions

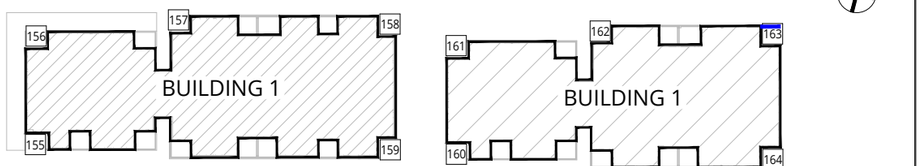
Proposed Configuration - Terraces & Balconies

Annual (January to Decemeber, 0:00 to 23:00)

25 Separation Street - Northcote, VIC

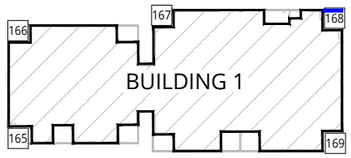
Project #2604253

Drawn by:	ASL	Figure:	2.3B
Approx. Scale:	1:1000		
Date Revised:	Aug. 20, 2026		

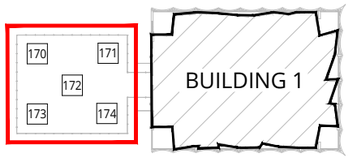


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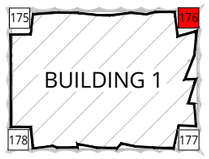
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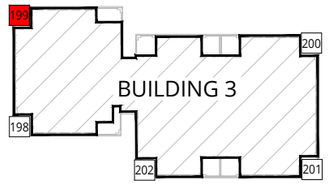
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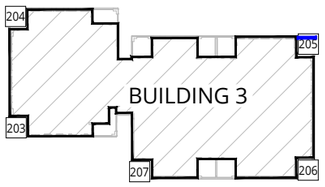
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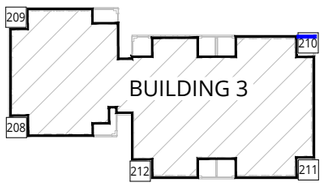
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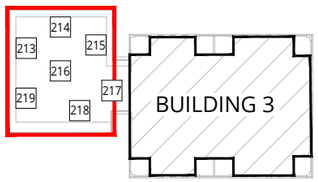
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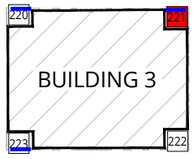
LEVEL 08



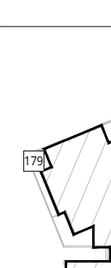
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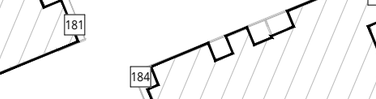
LEVEL 17



LEVEL 20



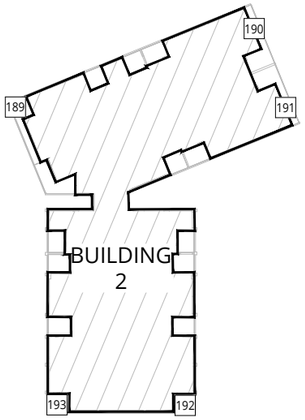
BUILDING 5
LEVEL 04



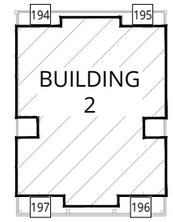
BUILDING 6
LEVEL 04

LEVEL 04

LEVEL 08



LEVEL 13



LEVEL 16

LEGEND:

SAFETY CATEGORIES:
Pass
Exceeded

SENSOR LOCATION:
Terraces
Building Above Removed For Clarity

LEGEND:

2m High Solid Parapet
Full Height 50% Porous Screens

0 20 40m

Pedestrian Wind Safety Conditions
Mitigation Configuration - Terraces & Balconies
Annual (January to Decemeber, 0:00 to 23:00)

25 Separation Street - Northcote, VIC

Project #2604253

Drawn by:	ASL	Figure:	2.3C
Approx. Scale:	1:1000		
Date Revised:	Sep. 22, 2026		

TABLES

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
1	Annual	Existing	2.3	Sitting	11	Pass
		Proposed	3.9	Standing	18	Pass
		Mitigation	3.9	Standing	18	Pass
2	Annual	Existing	1.7	Sitting	9	Pass
		Proposed	2.1	Sitting	9	Pass
		Mitigation	2.1	Sitting	9	Pass
3	Annual	Existing	2.7	Sitting	14	Pass
		Proposed	3.3	Standing	13	Pass
		Mitigation	3.9	Standing	16	Pass
4	Annual	Existing	2.1	Sitting	11	Pass
		Proposed	1.5	Sitting	7	Pass
		Mitigation	1.5	Sitting	7	Pass
5	Annual	Existing	2.4	Sitting	12	Pass
		Proposed	2.5	Sitting	10	Pass
		Mitigation	2.5	Sitting	10	Pass
6	Annual	Existing	-	N/A	-	N/A
		Proposed	2.2	Sitting	9	Pass
		Mitigation	2.1	Sitting	9	Pass
8	Annual	Existing	2.8	Sitting	11	Pass
		Proposed	3.1	Standing	14	Pass
		Mitigation	3.0	Sitting	14	Pass
9	Annual	Existing	3.3	Standing	14	Pass
		Proposed	3.6	Standing	18	Pass
		Mitigation	3.1	Standing	17	Pass
10	Annual	Existing	3.6	Standing	15	Pass
		Proposed	2.4	Sitting	10	Pass
		Mitigation	1.9	Sitting	7	Pass
11	Annual	Existing	3.5	Standing	14	Pass
		Proposed	2.8	Sitting	12	Pass
		Mitigation	2.4	Sitting	10	Pass
12	Annual	Existing	3.5	Standing	14	Pass
		Proposed	2.7	Sitting	12	Pass
		Mitigation	2.6	Sitting	12	Pass
13	Annual	Existing	3.6	Standing	14	Pass
		Proposed	4.6	Walking	18	Pass
		Mitigation	4.1	Walking	16	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
14	Annual	Existing	3.3	Standing	13	Pass
		Proposed	2.8	Sitting	14	Pass
		Mitigation	2.9	Sitting	14	Pass
15	Annual	Existing	3.1	Standing	13	Pass
		Proposed	2.8	Sitting	13	Pass
		Mitigation	3.0	Sitting	14	Pass
16	Annual	Existing	3.0	Sitting	12	Pass
		Proposed	2.3	Sitting	11	Pass
		Mitigation	2.4	Sitting	12	Pass
17	Annual	Existing	-	N/A	-	N/A
		Proposed	3.0	Sitting	13	Pass
		Mitigation	2.9	Sitting	13	Pass
18	Annual	Existing	-	N/A	-	N/A
		Proposed	3.4	Standing	14	Pass
		Mitigation	3.5	Standing	15	Pass
19	Annual	Existing	-	N/A	-	N/A
		Proposed	3.5	Standing	14	Pass
		Mitigation	3.6	Standing	14	Pass
20	Annual	Existing	-	N/A	-	N/A
		Proposed	3.0	Sitting	12	Pass
		Mitigation	3.1	Standing	12	Pass
21	Annual	Existing	2.2	Sitting	8	Pass
		Proposed	3.4	Standing	14	Pass
		Mitigation	3.4	Standing	14	Pass
22	Annual	Existing	2.4	Sitting	10	Pass
		Proposed	3.7	Standing	16	Pass
		Mitigation	3.8	Standing	16	Pass
23	Annual	Existing	2.9	Sitting	12	Pass
		Proposed	3.9	Standing	17	Pass
		Mitigation	3.9	Standing	17	Pass
24	Annual	Existing	-	N/A	-	N/A
		Proposed	2.9	Sitting	11	Pass
		Mitigation	2.9	Sitting	11	Pass
25	Annual	Existing	-	N/A	-	N/A
		Proposed	1.7	Sitting	9	Pass
		Mitigation	2.1	Sitting	12	Pass
26	Annual	Existing	-	N/A	-	N/A
		Proposed	2.2	Sitting	10	Pass
		Mitigation	2.1	Sitting	10	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
27	Annual	Existing	2.4	Sitting	9	Pass
		Proposed	4.0	Standing	17	Pass
		Mitigation	4.1	Walking	18	Pass
28	Annual	Existing	3.0	Sitting	12	Pass
		Proposed	5.1	Uncomfortable	22	Exceeded
		Mitigation	5.1	Uncomfortable	22	Exceeded
29	Annual	Existing	2.8	Sitting	11	Pass
		Proposed	4.4	Walking	18	Pass
		Mitigation	4.4	Walking	20	Pass
30	Annual	Existing	3.1	Standing	12	Pass
		Proposed	5.1	Uncomfortable	23	Exceeded
		Mitigation	5.1	Uncomfortable	23	Exceeded
31	Annual	Existing	-	N/A	-	N/A
		Proposed	3.4	Standing	14	Pass
		Mitigation	2.4	Sitting	10	Pass
32	Annual	Existing	2.7	Sitting	11	Pass
		Proposed	5.4	Uncomfortable	26	Exceeded
		Mitigation	5.3	Uncomfortable	25	Exceeded
33	Annual	Existing	3.5	Standing	13	Pass
		Proposed	4.8	Walking	19	Pass
		Mitigation	4.9	Walking	19	Pass
34	Annual	Existing	2.9	Sitting	12	Pass
		Proposed	3.9	Standing	16	Pass
		Mitigation	3.9	Standing	16	Pass
35	Annual	Existing	3.0	Sitting	14	Pass
		Proposed	3.6	Standing	15	Pass
		Mitigation	3.7	Standing	16	Pass
36	Annual	Existing	2.4	Sitting	10	Pass
		Proposed	3.3	Standing	14	Pass
		Mitigation	3.4	Standing	14	Pass
37	Annual	Existing	2.4	Sitting	12	Pass
		Proposed	2.2	Sitting	9	Pass
		Mitigation	2.2	Sitting	9	Pass
38	Annual	Existing	2.7	Sitting	13	Pass
		Proposed	2.9	Sitting	12	Pass
		Mitigation	2.8	Sitting	11	Pass
39	Annual	Existing	2.4	Sitting	11	Pass
		Proposed	3.0	Sitting	12	Pass
		Mitigation	3.0	Sitting	12	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
40	Annual	Existing	2.9	Sitting	12	Pass
		Proposed	3.5	Standing	15	Pass
		Mitigation	3.2	Standing	13	Pass
41	Annual	Existing	3.0	Sitting	14	Pass
		Proposed	3.6	Standing	15	Pass
		Mitigation	3.2	Standing	13	Pass
42	Annual	Existing	3.2	Standing	15	Pass
		Proposed	3.5	Standing	15	Pass
		Mitigation	3.2	Standing	13	Pass
43	Annual	Existing	3.4	Standing	16	Pass
		Proposed	3.9	Standing	15	Pass
		Mitigation	3.2	Standing	13	Pass
44	Annual	Existing	3.6	Standing	16	Pass
		Proposed	4.0	Standing	17	Pass
		Mitigation	3.4	Standing	14	Pass
45	Annual	Existing	3.2	Standing	14	Pass
		Proposed	3.4	Standing	15	Pass
		Mitigation	3.3	Standing	13	Pass
46	Annual	Existing	2.1	Sitting	9	Pass
		Proposed	2.3	Sitting	9	Pass
		Mitigation	2.4	Sitting	9	Pass
47	Annual	Existing	1.6	Sitting	6	Pass
		Proposed	1.2	Sitting	5	Pass
		Mitigation	1.3	Sitting	5	Pass
48	Annual	Existing	3.3	Standing	15	Pass
		Proposed	3.5	Standing	14	Pass
		Mitigation	3.5	Standing	14	Pass
49	Annual	Existing	3.4	Standing	16	Pass
		Proposed	3.7	Standing	15	Pass
		Mitigation	3.8	Standing	15	Pass
50	Annual	Existing	1.9	Sitting	8	Pass
		Proposed	2.1	Sitting	8	Pass
		Mitigation	2.2	Sitting	8	Pass
51	Annual	Existing	2.6	Sitting	12	Pass
		Proposed	2.9	Sitting	15	Pass
		Mitigation	3.1	Standing	15	Pass
52	Annual	Existing	3.1	Standing	14	Pass
		Proposed	3.2	Standing	12	Pass
		Mitigation	3.2	Standing	12	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
53	Annual	Existing	2.6	Sitting	13	Pass
		Proposed	3.7	Standing	16	Pass
		Mitigation	3.7	Standing	16	Pass
54	Annual	Existing	2.6	Sitting	12	Pass
		Proposed	4.5	Walking	17	Pass
		Mitigation	4.6	Walking	18	Pass
55	Annual	Existing	2.3	Sitting	9	Pass
		Proposed	3.2	Standing	13	Pass
		Mitigation	3.3	Standing	13	Pass
56	Annual	Existing	2.7	Sitting	10	Pass
		Proposed	2.8	Sitting	12	Pass
		Mitigation	2.8	Sitting	12	Pass
57	Annual	Existing	3.5	Standing	16	Pass
		Proposed	4.0	Standing	18	Pass
		Mitigation	4.1	Walking	19	Pass
58	Annual	Existing	2.3	Sitting	12	Pass
		Proposed	2.9	Sitting	15	Pass
		Mitigation	2.9	Sitting	16	Pass
59	Annual	Existing	2.0	Sitting	10	Pass
		Proposed	2.5	Sitting	13	Pass
		Mitigation	2.6	Sitting	13	Pass
60	Annual	Existing	2.9	Sitting	14	Pass
		Proposed	3.2	Standing	13	Pass
		Mitigation	2.9	Sitting	15	Pass
61	Annual	Existing	2.9	Sitting	13	Pass
		Proposed	2.6	Sitting	12	Pass
		Mitigation	2.6	Sitting	12	Pass
62	Annual	Existing	3.1	Standing	13	Pass
		Proposed	4.3	Walking	20	Pass
		Mitigation	4.4	Walking	20	Pass
63	Annual	Existing	2.7	Sitting	12	Pass
		Proposed	3.4	Standing	15	Pass
		Mitigation	3.4	Standing	15	Pass
64	Annual	Existing	2.9	Sitting	12	Pass
		Proposed	4.0	Standing	16	Pass
		Mitigation	4.1	Walking	16	Pass
65	Annual	Existing	2.6	Sitting	12	Pass
		Proposed	2.8	Sitting	13	Pass
		Mitigation	2.8	Sitting	14	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
66	Annual	Existing	2.9	Sitting	12	Pass
		Proposed	4.1	Walking	16	Pass
		Mitigation	4.2	Walking	16	Pass
67	Annual	Existing	2.9	Sitting	15	Pass
		Proposed	3.6	Standing	18	Pass
		Mitigation	3.7	Standing	18	Pass
68	Annual	Existing	3.1	Standing	13	Pass
		Proposed	3.9	Standing	15	Pass
		Mitigation	3.9	Standing	15	Pass
69	Annual	Existing	3.7	Standing	15	Pass
		Proposed	3.8	Standing	17	Pass
		Mitigation	3.8	Standing	16	Pass
70	Annual	Existing	3.5	Standing	15	Pass
		Proposed	3.5	Standing	18	Pass
		Mitigation	3.6	Standing	18	Pass
72	Annual	Existing	3.7	Standing	17	Pass
		Proposed	3.8	Standing	18	Pass
		Mitigation	3.8	Standing	18	Pass
73	Annual	Existing	3.8	Standing	18	Pass
		Proposed	4.0	Standing	19	Pass
		Mitigation	4.0	Standing	19	Pass
74	Annual	Existing	3.9	Standing	16	Pass
		Proposed	5.1	Uncomfortable	20	Pass
		Mitigation	5.0	Walking	20	Pass
75	Annual	Existing	4.0	Standing	18	Pass
		Proposed	4.7	Walking	20	Pass
		Mitigation	4.9	Walking	20	Pass
76	Annual	Existing	3.8	Standing	17	Pass
		Proposed	4.2	Walking	19	Pass
		Mitigation	3.8	Standing	17	Pass
77	Annual	Existing	3.8	Standing	16	Pass
		Proposed	4.4	Walking	20	Pass
		Mitigation	4.4	Walking	21	Exceeded
78	Annual	Existing	4.2	Walking	18	Pass
		Proposed	4.5	Walking	20	Pass
		Mitigation	4.6	Walking	20	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
79	Annual	Existing	4.4	Walking	19	Pass
		Proposed	4.6	Walking	20	Pass
		Mitigation	4.7	Walking	20	Pass
80	Annual	Existing	3.8	Standing	17	Pass
		Proposed	4.3	Walking	20	Pass
		Mitigation	4.3	Walking	21	Exceeded
81	Annual	Existing	3.8	Standing	17	Pass
		Proposed	4.3	Walking	22	Exceeded
		Mitigation	4.1	Walking	22	Exceeded
82	Annual	Existing	4.0	Standing	18	Pass
		Proposed	4.3	Walking	20	Pass
		Mitigation	4.3	Walking	20	Pass
83	Annual	Existing	3.8	Standing	18	Pass
		Proposed	4.3	Walking	22	Exceeded
		Mitigation	4.4	Walking	22	Exceeded
84	Annual	Existing	4.3	Walking	19	Pass
		Proposed	4.5	Walking	21	Exceeded
		Mitigation	4.5	Walking	20	Pass
85	Annual	Existing	4.3	Walking	18	Pass
		Proposed	4.5	Walking	19	Pass
		Mitigation	4.6	Walking	19	Pass
86	Annual	Existing	3.9	Standing	17	Pass
		Proposed	4.6	Walking	21	Exceeded
		Mitigation	4.6	Walking	20	Pass
88	Annual	Existing	4.1	Walking	17	Pass
		Proposed	4.7	Walking	20	Pass
		Mitigation	4.7	Walking	20	Pass
89	Annual	Existing	3.9	Standing	17	Pass
		Proposed	4.8	Walking	20	Pass
		Mitigation	4.8	Walking	20	Pass
90	Annual	Existing	4.3	Walking	18	Pass
		Proposed	4.4	Walking	18	Pass
		Mitigation	4.6	Walking	19	Pass
91	Annual	Existing	3.4	Standing	18	Pass
		Proposed	4.9	Walking	22	Exceeded
		Mitigation	4.9	Walking	22	Exceeded

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
92	Annual	Existing	4.0	Standing	17	Pass
		Proposed	4.8	Walking	19	Pass
		Mitigation	4.8	Walking	19	Pass
93	Annual	Existing	3.3	Standing	18	Pass
		Proposed	4.6	Walking	20	Pass
		Mitigation	4.6	Walking	20	Pass
94	Annual	Existing	4.1	Walking	19	Pass
		Proposed	4.8	Walking	21	Exceeded
		Mitigation	4.8	Walking	20	Pass
95	Annual	Existing	3.9	Standing	16	Pass
		Proposed	4.3	Walking	16	Pass
		Mitigation	4.6	Walking	18	Pass
96	Annual	Existing	4.0	Standing	20	Pass
		Proposed	4.1	Walking	16	Pass
		Mitigation	4.1	Walking	16	Pass
97	Annual	Existing	3.1	Standing	14	Pass
		Proposed	2.8	Sitting	12	Pass
		Mitigation	2.8	Sitting	12	Pass
98	Annual	Existing	4.9	Walking	20	Pass
		Proposed	4.4	Walking	18	Pass
		Mitigation	4.4	Walking	18	Pass
99	Annual	Existing	3.6	Standing	13	Pass
		Proposed	3.6	Standing	13	Pass
		Mitigation	3.7	Standing	13	Pass
100	Annual	Existing	5.5	Uncomfortable	21	Exceeded
		Proposed	4.1	Walking	17	Pass
		Mitigation	4.1	Walking	17	Pass
101	Annual	Existing	3.1	Standing	15	Pass
		Proposed	2.8	Sitting	12	Pass
		Mitigation	2.8	Sitting	12	Pass
102	Annual	Existing	3.7	Standing	18	Pass
		Proposed	3.4	Standing	15	Pass
		Mitigation	3.4	Standing	15	Pass
103	Annual	Existing	2.3	Sitting	12	Pass
		Proposed	3.6	Standing	16	Pass
		Mitigation	3.4	Standing	16	Pass
104	Annual	Existing	-	N/A	-	N/A
		Proposed	4.1	Walking	23	Exceeded
		Mitigation	4.1	Walking	24	Exceeded

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
105	Annual	Existing	-	N/A	-	N/A
		Proposed	5.1	Uncomfortable	25	Exceeded
		Mitigation	4.9	Walking	26	Exceeded
106	Annual	Existing	-	N/A	-	N/A
		Proposed	4.1	Walking	22	Exceeded
		Mitigation	3.6	Standing	20	Pass
107	Annual	Existing	-	N/A	-	N/A
		Proposed	5.5	Uncomfortable	22	Exceeded
		Mitigation	4.5	Walking	24	Exceeded
108	Annual	Existing	-	N/A	-	N/A
		Proposed	4.9	Walking	21	Exceeded
		Mitigation	3.1	Standing	13	Pass
109	Annual	Existing	-	N/A	-	N/A
		Proposed	6.1	Uncomfortable	23	Exceeded
		Mitigation	4.8	Walking	17	Pass
110	Annual	Existing	-	N/A	-	N/A
		Proposed	5.9	Uncomfortable	27	Exceeded
		Mitigation	5.0	Walking	21	Exceeded
111	Annual	Existing	-	N/A	-	N/A
		Proposed	3.7	Standing	16	Pass
		Mitigation	3.8	Standing	18	Pass
112	Annual	Existing	-	N/A	-	N/A
		Proposed	3.9	Standing	15	Pass
		Mitigation	3.4	Standing	13	Pass
113	Annual	Existing	-	N/A	-	N/A
		Proposed	4.9	Walking	20	Pass
		Mitigation	4.4	Walking	19	Pass
114	Annual	Existing	-	N/A	-	N/A
		Proposed	4.1	Walking	17	Pass
		Mitigation	3.5	Standing	13	Pass
115	Annual	Existing	-	N/A	-	N/A
		Proposed	4.1	Walking	21	Exceeded
		Mitigation	3.1	Standing	14	Pass
116	Annual	Existing	-	N/A	-	N/A
		Proposed	5.5	Uncomfortable	27	Exceeded
		Mitigation	4.8	Walking	22	Exceeded
117	Annual	Existing	-	N/A	-	N/A
		Proposed	5.3	Uncomfortable	26	Exceeded
		Mitigation	4.2	Walking	22	Exceeded

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
118	Annual	Existing	-	N/A	-	N/A
		Proposed	5.7	Uncomfortable	23	Exceeded
		Mitigation	4.9	Walking	20	Pass
119	Annual	Existing	-	N/A	-	N/A
		Proposed	6.2	Uncomfortable	27	Exceeded
		Mitigation	5.6	Uncomfortable	24	Exceeded
120	Annual	Existing	-	N/A	-	N/A
		Proposed	5.3	Uncomfortable	28	Exceeded
		Mitigation	4.2	Walking	23	Exceeded
121	Annual	Existing	-	N/A	-	N/A
		Proposed	4.9	Walking	21	Exceeded
		Mitigation	4.9	Walking	20	Pass
122	Annual	Existing	-	N/A	-	N/A
		Proposed	6.4	Uncomfortable	29	Exceeded
		Mitigation	5.6	Uncomfortable	26	Exceeded
123	Annual	Existing	-	N/A	-	N/A
		Proposed	6.0	Uncomfortable	28	Exceeded
		Mitigation	5.2	Uncomfortable	25	Exceeded
124	Annual	Existing	-	N/A	-	N/A
		Proposed	6.2	Uncomfortable	26	Exceeded
		Mitigation	5.2	Uncomfortable	22	Exceeded
125	Annual	Existing	-	N/A	-	N/A
		Proposed	5.0	Walking	19	Pass
		Mitigation	4.3	Walking	22	Exceeded
126	Annual	Existing	-	N/A	-	N/A
		Proposed	6.3	Uncomfortable	28	Exceeded
		Mitigation	4.6	Walking	19	Pass
127	Annual	Existing	-	N/A	-	N/A
		Proposed	6.6	Uncomfortable	25	Exceeded
		Mitigation	4.7	Walking	19	Pass
128	Annual	Existing	-	N/A	-	N/A
		Proposed	5.1	Uncomfortable	21	Exceeded
		Mitigation	3.8	Standing	18	Pass
129	Annual	Existing	-	N/A	-	N/A
		Proposed	4.1	Walking	17	Pass
		Mitigation	4.0	Standing	17	Pass
130	Annual	Existing	-	N/A	-	N/A
		Proposed	5.7	Uncomfortable	25	Exceeded
		Mitigation	4.8	Walking	20	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
131	Annual	Existing	-	N/A	-	N/A
		Proposed	5.1	Uncomfortable	21	Exceeded
		Mitigation	4.6	Walking	20	Pass
132	Annual	Existing	-	N/A	-	N/A
		Proposed	3.3	Standing	14	Pass
		Mitigation	3.2	Standing	13	Pass
133	Annual	Existing	-	N/A	-	N/A
		Proposed	4.3	Walking	19	Pass
		Mitigation	3.6	Standing	18	Pass
134	Annual	Existing	-	N/A	-	N/A
		Proposed	5.6	Uncomfortable	25	Exceeded
		Mitigation	4.1	Walking	16	Pass
135	Annual	Existing	-	N/A	-	N/A
		Proposed	4.4	Walking	20	Pass
		Mitigation	3.8	Standing	18	Pass
136	Annual	Existing	-	N/A	-	N/A
		Proposed	5.4	Uncomfortable	24	Exceeded
		Mitigation	4.4	Walking	18	Pass
137	Annual	Existing	-	N/A	-	N/A
		Proposed	4.7	Walking	22	Exceeded
		Mitigation	3.6	Standing	14	Pass
138	Annual	Existing	-	N/A	-	N/A
		Proposed	4.8	Walking	24	Exceeded
		Mitigation	3.9	Standing	15	Pass
139	Annual	Existing	-	N/A	-	N/A
		Proposed	3.8	Standing	15	Pass
		Mitigation	2.9	Sitting	13	Pass
140	Annual	Existing	-	N/A	-	N/A
		Proposed	2.8	Sitting	13	Pass
		Mitigation	2.5	Sitting	11	Pass
141	Annual	Existing	-	N/A	-	N/A
		Proposed	3.9	Standing	15	Pass
		Mitigation	3.5	Standing	14	Pass
142	Annual	Existing	-	N/A	-	N/A
		Proposed	2.8	Sitting	14	Pass
		Mitigation	2.8	Sitting	13	Pass
143	Annual	Existing	-	N/A	-	N/A
		Proposed	3.3	Standing	13	Pass
		Mitigation	3.3	Standing	13	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
144	Annual	Existing	-	N/A	-	N/A
		Proposed	1.9	Sitting	11	Pass
		Mitigation	1.8	Sitting	11	Pass
145	Annual	Existing	-	N/A	-	N/A
		Proposed	3.2	Standing	15	Pass
		Mitigation	3.1	Standing	15	Pass
146	Annual	Existing	-	N/A	-	N/A
		Proposed	4.8	Walking	25	Exceeded
		Mitigation	4.0	Standing	21	Exceeded
147	Annual	Existing	-	N/A	-	N/A
		Proposed	3.8	Standing	16	Pass
		Mitigation	3.8	Standing	16	Pass
148	Annual	Existing	-	N/A	-	N/A
		Proposed	2.7	Sitting	14	Pass
		Mitigation	2.7	Sitting	14	Pass
149	Annual	Existing	-	N/A	-	N/A
		Proposed	2.4	Sitting	11	Pass
		Mitigation	2.5	Sitting	11	Pass
150	Annual	Existing	-	N/A	-	N/A
		Proposed	4.0	Standing	21	Exceeded
		Mitigation	4.1	Walking	22	Exceeded
151	Annual	Existing	-	N/A	-	N/A
		Proposed	3.2	Standing	18	Pass
		Mitigation	3.3	Standing	18	Pass
152	Annual	Existing	-	N/A	-	N/A
		Proposed	2.9	Sitting	13	Pass
		Mitigation	2.9	Sitting	13	Pass
153	Annual	Existing	-	N/A	-	N/A
		Proposed	2.9	Sitting	13	Pass
		Mitigation	2.9	Sitting	13	Pass
154	Annual	Existing	-	N/A	-	N/A
		Proposed	2.4	Sitting	10	Pass
		Mitigation	2.4	Sitting	10	Pass
155	Annual	Existing	-	N/A	-	N/A
		Proposed	3.9	Standing	18	Pass
		Mitigation	3.9	Standing	18	Pass
156	Annual	Existing	-	N/A	-	N/A
		Proposed	3.5	Standing	17	Pass
		Mitigation	3.5	Standing	17	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
157	Annual	Existing	-	N/A	-	N/A
		Proposed	3.0	Sitting	15	Pass
		Mitigation	3.0	Sitting	15	Pass
158	Annual	Existing	-	N/A	-	N/A
		Proposed	2.0	Sitting	12	Pass
		Mitigation	2.1	Sitting	13	Pass
159	Annual	Existing	-	N/A	-	N/A
		Proposed	1.6	Sitting	7	Pass
		Mitigation	1.5	Sitting	7	Pass
160	Annual	Existing	-	N/A	-	N/A
		Proposed	3.8	Standing	16	Pass
		Mitigation	3.8	Standing	16	Pass
161	Annual	Existing	-	N/A	-	N/A
		Proposed	4.1	Walking	19	Pass
		Mitigation	4.2	Walking	19	Pass
162	Annual	Existing	-	N/A	-	N/A
		Proposed	2.6	Sitting	12	Pass
		Mitigation	2.6	Sitting	12	Pass
163	Annual	Existing	-	N/A	-	N/A
		Proposed	5.4	Uncomfortable	35	Exceeded
		Mitigation	3.0	Sitting	18	Pass
164	Annual	Existing	-	N/A	-	N/A
		Proposed	2.5	Sitting	13	Pass
		Mitigation	2.6	Sitting	12	Pass
165	Annual	Existing	-	N/A	-	N/A
		Proposed	3.7	Standing	15	Pass
		Mitigation	3.7	Standing	15	Pass
166	Annual	Existing	-	N/A	-	N/A
		Proposed	4.1	Walking	19	Pass
		Mitigation	4.0	Standing	19	Pass
167	Annual	Existing	-	N/A	-	N/A
		Proposed	2.2	Sitting	13	Pass
		Mitigation	2.3	Sitting	13	Pass
168	Annual	Existing	-	N/A	-	N/A
		Proposed	3.8	Standing	24	Exceeded
		Mitigation	2.2	Sitting	13	Pass
169	Annual	Existing	-	N/A	-	N/A
		Proposed	3.0	Sitting	19	Pass
		Mitigation	2.9	Sitting	19	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
170	Annual	Existing	-	N/A	-	N/A
		Proposed	4.1	Walking	15	Pass
		Mitigation	3.7	Standing	14	Pass
171	Annual	Existing	-	N/A	-	N/A
		Proposed	5.9	Uncomfortable	30	Exceeded
		Mitigation	3.0	Sitting	17	Pass
172	Annual	Existing	-	N/A	-	N/A
		Proposed	5.4	Uncomfortable	23	Exceeded
		Mitigation	3.6	Standing	16	Pass
173	Annual	Existing	-	N/A	-	N/A
		Proposed	4.6	Walking	21	Exceeded
		Mitigation	2.8	Sitting	13	Pass
174	Annual	Existing	-	N/A	-	N/A
		Proposed	4.6	Walking	20	Pass
		Mitigation	3.3	Standing	20	Pass
175	Annual	Existing	-	N/A	-	N/A
		Proposed	3.5	Standing	17	Pass
		Mitigation	3.6	Standing	17	Pass
176	Annual	Existing	-	N/A	-	N/A
		Proposed	3.4	Standing	20	Pass
		Mitigation	3.5	Standing	22	Exceeded
177	Annual	Existing	-	N/A	-	N/A
		Proposed	2.1	Sitting	12	Pass
		Mitigation	2.1	Sitting	12	Pass
178	Annual	Existing	-	N/A	-	N/A
		Proposed	3.4	Standing	15	Pass
		Mitigation	3.3	Standing	14	Pass
179	Annual	Existing	-	N/A	-	N/A
		Proposed	2.5	Sitting	14	Pass
		Mitigation	2.6	Sitting	14	Pass
180	Annual	Existing	-	N/A	-	N/A
		Proposed	2.5	Sitting	16	Pass
		Mitigation	2.6	Sitting	17	Pass
181	Annual	Existing	-	N/A	-	N/A
		Proposed	1.6	Sitting	9	Pass
		Mitigation	1.7	Sitting	9	Pass
182	Annual	Existing	-	N/A	-	N/A
		Proposed	2.6	Sitting	11	Pass
		Mitigation	2.6	Sitting	12	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
183	Annual	Existing	-	N/A	-	N/A
		Proposed	2.9	Sitting	20	Pass
		Mitigation	2.9	Sitting	21	Exceeded
184	Annual	Existing	-	N/A	-	N/A
		Proposed	2.8	Sitting	19	Pass
		Mitigation	2.8	Sitting	17	Pass
185	Annual	Existing	-	N/A	-	N/A
		Proposed	2.7	Sitting	17	Pass
		Mitigation	2.8	Sitting	17	Pass
186	Annual	Existing	-	N/A	-	N/A
		Proposed	1.7	Sitting	9	Pass
		Mitigation	1.7	Sitting	9	Pass
187	Annual	Existing	-	N/A	-	N/A
		Proposed	2.8	Sitting	16	Pass
		Mitigation	2.8	Sitting	16	Pass
188	Annual	Existing	-	N/A	-	N/A
		Proposed	3.3	Standing	17	Pass
		Mitigation	3.3	Standing	17	Pass
189	Annual	Existing	-	N/A	-	N/A
		Proposed	3.4	Standing	20	Pass
		Mitigation	3.3	Standing	20	Pass
190	Annual	Existing	-	N/A	-	N/A
		Proposed	2.9	Sitting	17	Pass
		Mitigation	2.9	Sitting	19	Pass
191	Annual	Existing	-	N/A	-	N/A
		Proposed	2.1	Sitting	9	Pass
		Mitigation	2.1	Sitting	9	Pass
192	Annual	Existing	-	N/A	-	N/A
		Proposed	2.4	Sitting	12	Pass
		Mitigation	2.5	Sitting	13	Pass
193	Annual	Existing	-	N/A	-	N/A
		Proposed	2.7	Sitting	17	Pass
		Mitigation	2.8	Sitting	16	Pass
194	Annual	Existing	-	N/A	-	N/A
		Proposed	2.1	Sitting	10	Pass
		Mitigation	2.2	Sitting	10	Pass
195	Annual	Existing	-	N/A	-	N/A
		Proposed	2.2	Sitting	16	Pass
		Mitigation	2.2	Sitting	16	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
196	Annual	Existing	-	N/A	-	N/A
		Proposed	3.0	Sitting	13	Pass
		Mitigation	3.1	Standing	13	Pass
197	Annual	Existing	-	N/A	-	N/A
		Proposed	3.4	Standing	14	Pass
		Mitigation	3.4	Standing	14	Pass
198	Annual	Existing	-	N/A	-	N/A
		Proposed	3.7	Standing	20	Pass
		Mitigation	3.7	Standing	20	Pass
199	Annual	Existing	-	N/A	-	N/A
		Proposed	4.2	Walking	20	Pass
		Mitigation	4.2	Walking	21	Exceeded
200	Annual	Existing	-	N/A	-	N/A
		Proposed	2.6	Sitting	14	Pass
		Mitigation	3.3	Standing	14	Pass
201	Annual	Existing	-	N/A	-	N/A
		Proposed	2.8	Sitting	19	Pass
		Mitigation	2.8	Sitting	16	Pass
202	Annual	Existing	-	N/A	-	N/A
		Proposed	2.7	Sitting	15	Pass
		Mitigation	2.7	Sitting	15	Pass
203	Annual	Existing	-	N/A	-	N/A
		Proposed	3.7	Standing	19	Pass
		Mitigation	3.8	Standing	19	Pass
204	Annual	Existing	-	N/A	-	N/A
		Proposed	3.5	Standing	17	Pass
		Mitigation	3.6	Standing	18	Pass
205	Annual	Existing	-	N/A	-	N/A
		Proposed	4.0	Standing	22	Exceeded
		Mitigation	3.3	Standing	18	Pass
206	Annual	Existing	-	N/A	-	N/A
		Proposed	2.7	Sitting	18	Pass
		Mitigation	2.7	Sitting	18	Pass
207	Annual	Existing	-	N/A	-	N/A
		Proposed	3.1	Standing	17	Pass
		Mitigation	3.0	Sitting	17	Pass
208	Annual	Existing	-	N/A	-	N/A
		Proposed	3.1	Standing	14	Pass
		Mitigation	3.2	Standing	14	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
209	Annual	Existing	-	N/A	-	N/A
		Proposed	3.5	Standing	18	Pass
		Mitigation	3.4	Standing	17	Pass
210	Annual	Existing	-	N/A	-	N/A
		Proposed	4.2	Walking	23	Exceeded
		Mitigation	3.6	Standing	19	Pass
211	Annual	Existing	-	N/A	-	N/A
		Proposed	2.6	Sitting	14	Pass
		Mitigation	2.6	Sitting	14	Pass
212	Annual	Existing	-	N/A	-	N/A
		Proposed	3.0	Sitting	16	Pass
		Mitigation	2.9	Sitting	17	Pass
213	Annual	Existing	-	N/A	-	N/A
		Proposed	5.4	Uncomfortable	23	Exceeded
		Mitigation	3.0	Sitting	12	Pass
214	Annual	Existing	-	N/A	-	N/A
		Proposed	5.7	Uncomfortable	24	Exceeded
		Mitigation	3.6	Standing	18	Pass
215	Annual	Existing	-	N/A	-	N/A
		Proposed	4.2	Walking	19	Pass
		Mitigation	3.2	Standing	17	Pass
216	Annual	Existing	-	N/A	-	N/A
		Proposed	5.0	Walking	22	Exceeded
		Mitigation	3.5	Standing	20	Pass
217	Annual	Existing	-	N/A	-	N/A
		Proposed	2.9	Sitting	14	Pass
		Mitigation	2.9	Sitting	14	Pass
218	Annual	Existing	-	N/A	-	N/A
		Proposed	4.0	Standing	20	Pass
		Mitigation	3.8	Standing	20	Pass
219	Annual	Existing	-	N/A	-	N/A
		Proposed	5.7	Uncomfortable	25	Exceeded
		Mitigation	3.1	Standing	13	Pass
220	Annual	Existing	-	N/A	-	N/A
		Proposed	5.3	Uncomfortable	25	Exceeded
		Mitigation	4.1	Walking	19	Pass
221	Annual	Existing	-	N/A	-	N/A
		Proposed	4.7	Walking	25	Exceeded
		Mitigation	3.7	Standing	22	Exceeded

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Season	Configuration	Wind Comfort		Wind Safety	
			Speed	Rating	Speed	Rating
222	Annual	Existing	-	N/A	-	N/A
		Proposed	2.5	Sitting	15	Pass
		Mitigation	2.5	Sitting	15	Pass
223	Annual	Existing	-	N/A	-	N/A
		Proposed	4.4	Walking	21	Exceeded
		Mitigation	3.7	Standing	19	Pass
224	Annual	Existing	-	N/A	-	N/A
		Proposed	2.6	Sitting	12	Pass
		Mitigation	2.6	Sitting	12	Pass
225	Annual	Existing	-	N/A	-	N/A
		Proposed	2.4	Sitting	10	Pass
		Mitigation	2.4	Sitting	10	Pass

Seasons	Months	Hours	Wind Comfort (m/s)		Wind Safety (m/s)	
Annual	January - December	0:00 - 23:00	≤ 3	Sitting	≤ 20	Pass
			≤ 4	Standing	> 20	Exceeded
			≤ 5	Walking		
			> 5	Uncomfortable		

Configurations	
Existing	Existing site and surroundings
Proposed	Project with existing surroundings
Future	Project with existing and future surroundings