

# Western Engineering

## Microzonation of Urban Areas: Application to Toronto

M. Hesham El Naggar, Ph.D. P. Eng., Dmitry Mihaylov  
*The University of Western Ontario*



ICLR Meeting, Toronto, January 18, 2008



# Western Engineering

## INTRODUCTION

This presentation reports on a microzonation study for the Toronto/Mississauga region.

Main points of the presentation:

- new method for microzonation suitable for urban areas
- preliminary map of ground motion amplifications
- preliminary map of ground motion frequencies



# Western Engineering

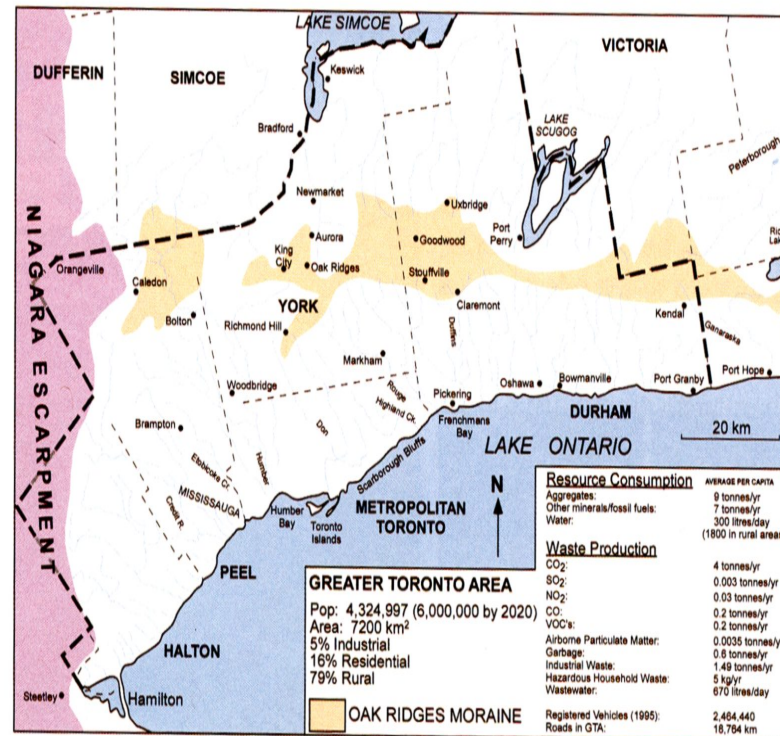
## First Phase

- First phase of the project covered the most populated part of GTA (approximately 1000 km<sup>2</sup>)
- Most essential geological information has been gathered
- Efficient microzonation method suitable for large scale microzonation is developed.



# Western Engineering

Study area – part of Great Toronto Area



(Eyles, 2004)

# Western Engineering

## Geological Conditions in the area of GTA

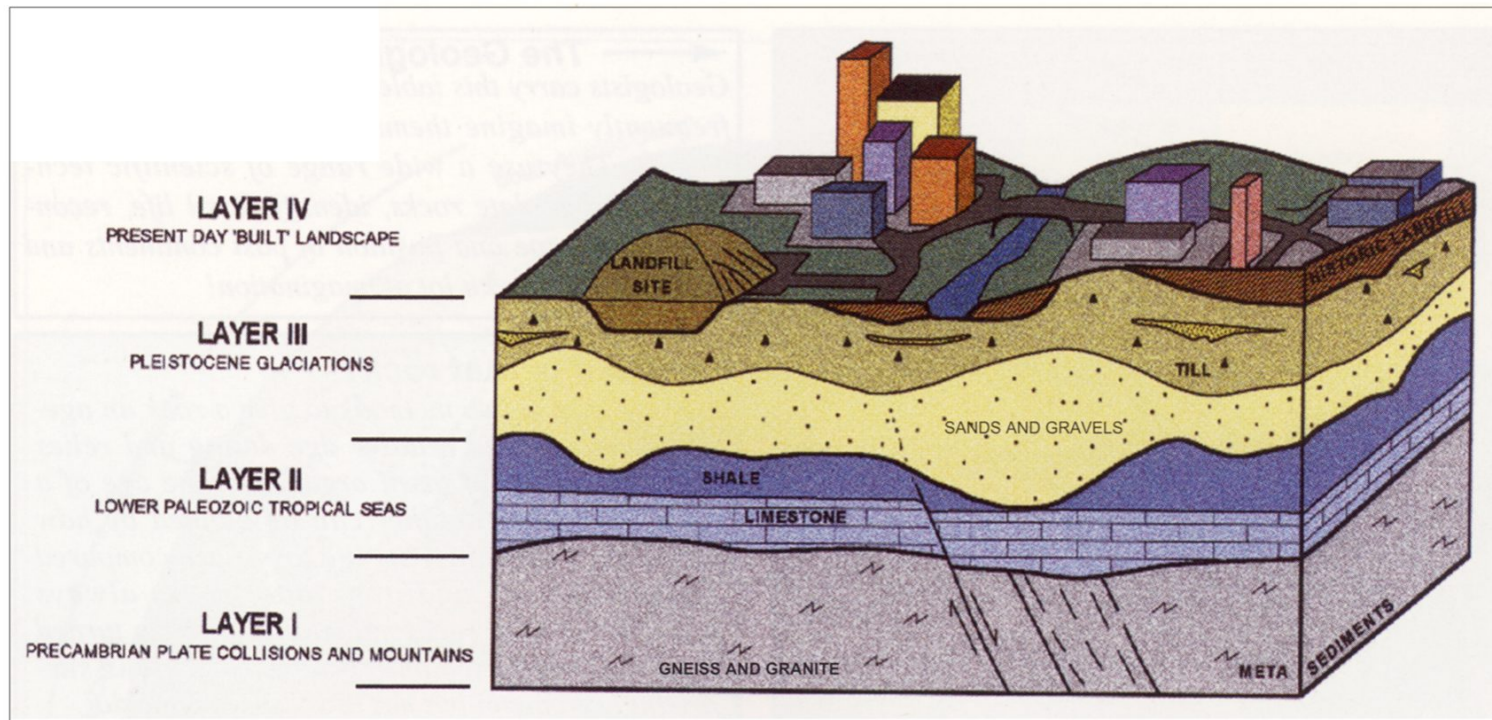
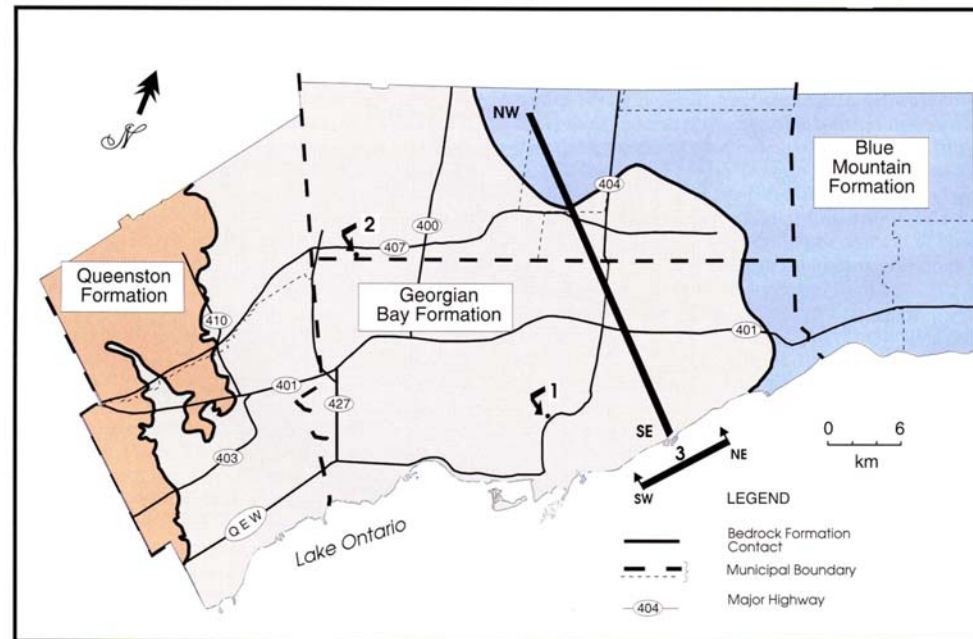


Illustration of major stratigraphic layers in the GTA.

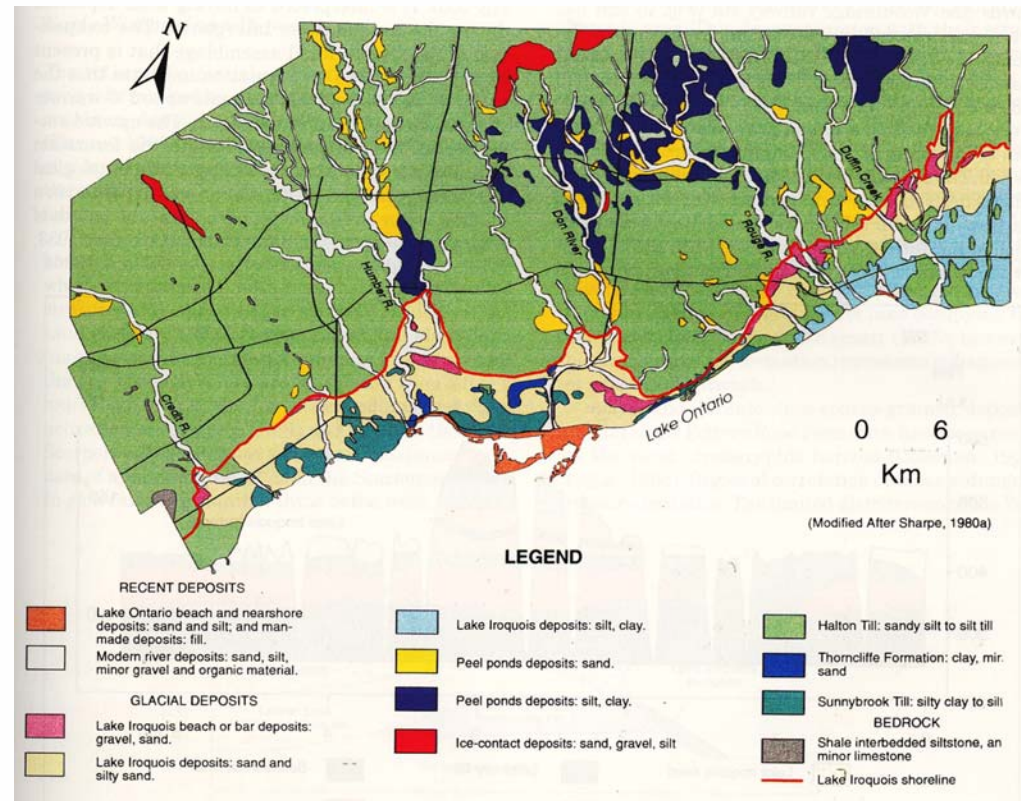
# Western Engineering

## Distribution of Paleozoic bedrock formations in the Toronto area



(Baker et al., 1998)

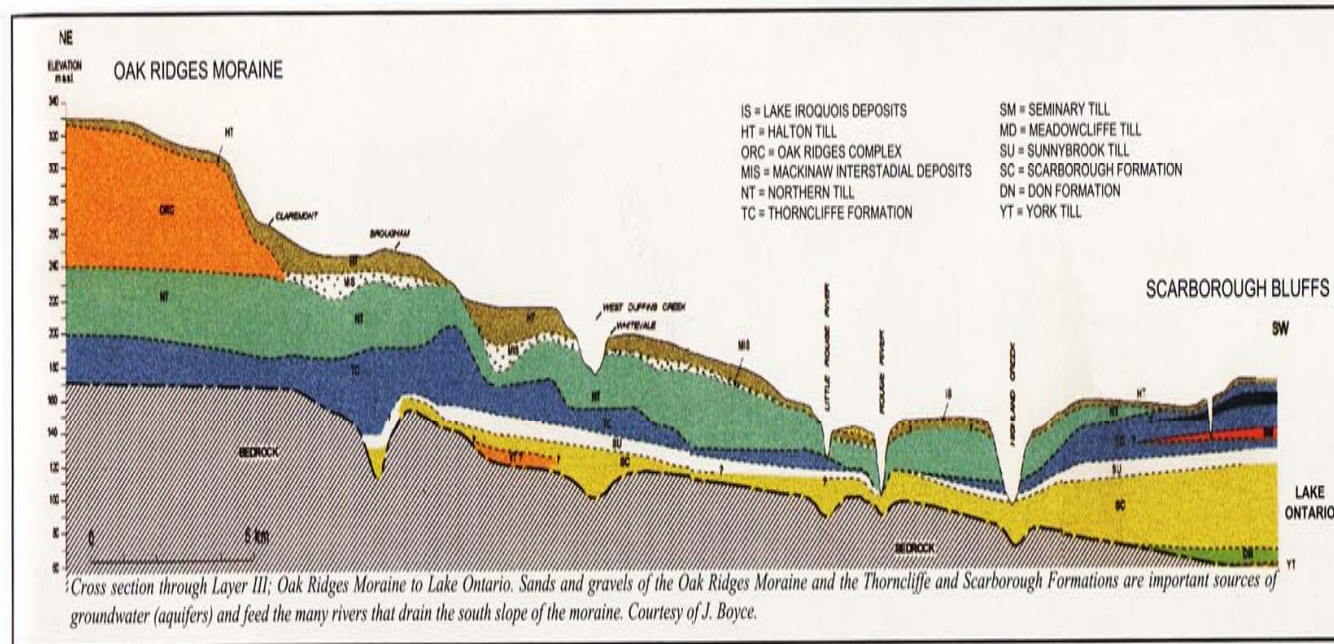
## Quaternary geology of GTA



(Baker, 1998)

# Western Engineering

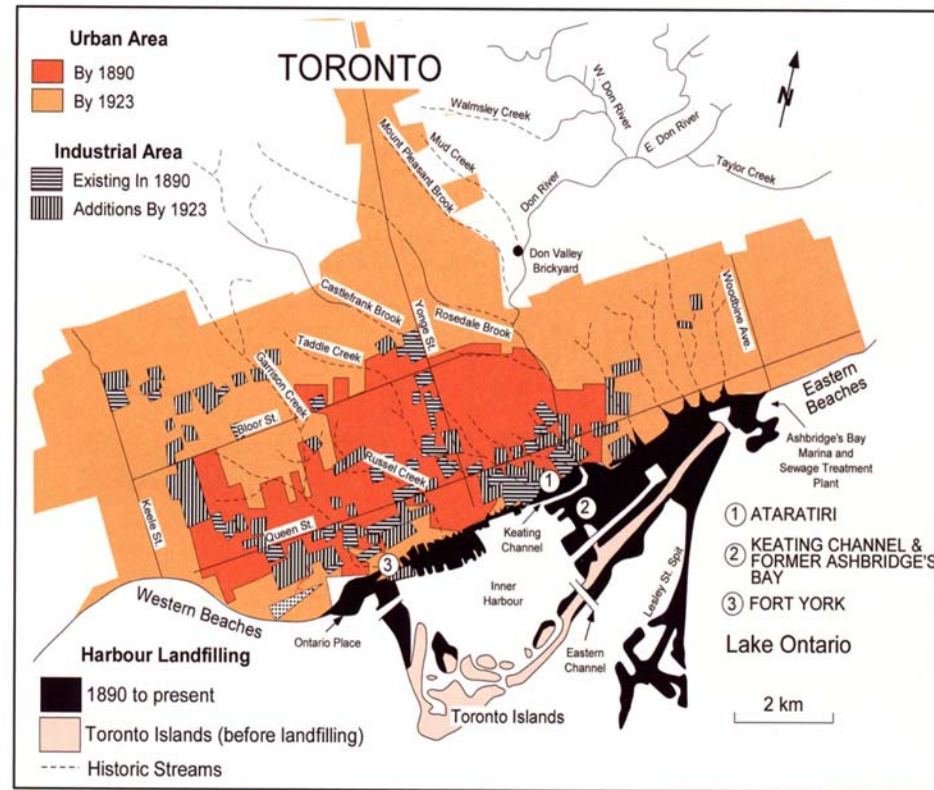
## Cross section through Layer 3: Oak Ridge Moraine to Lake Ontario





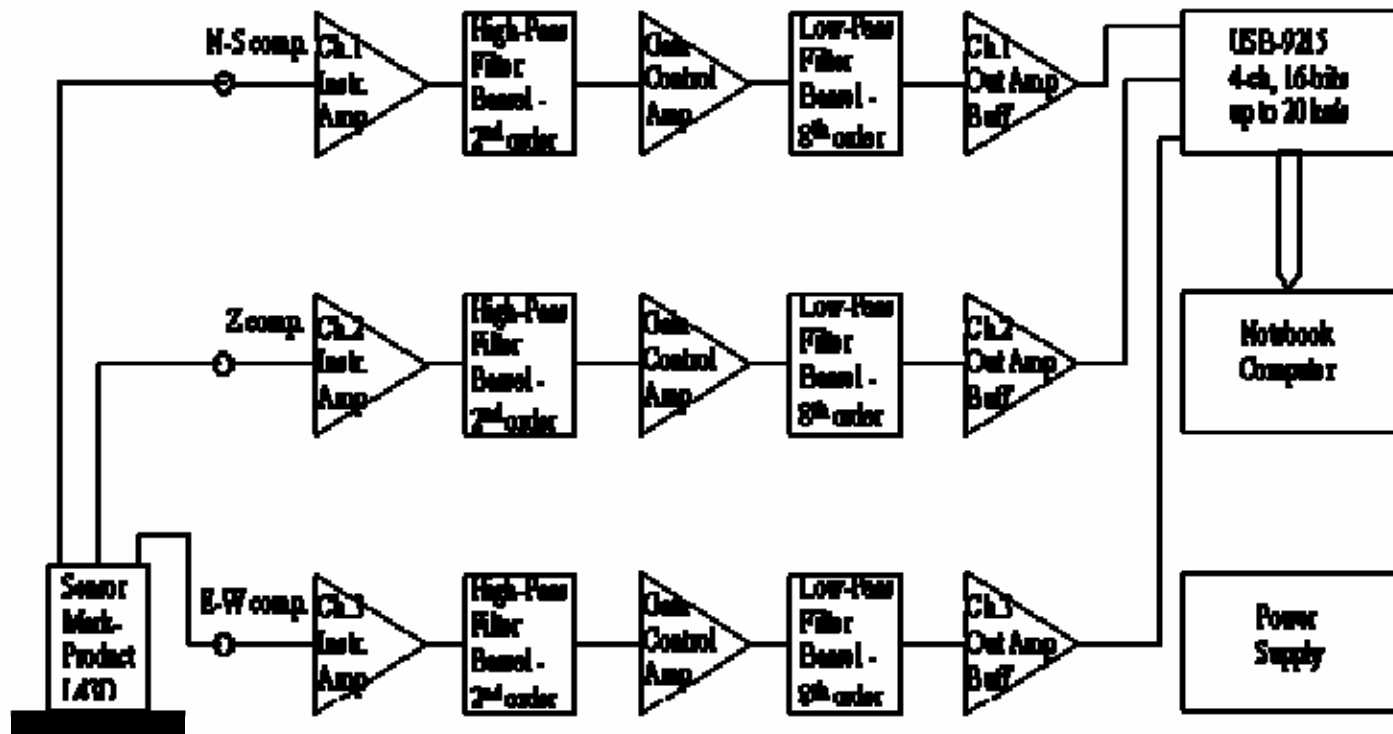
# Western Engineering

## Man-made Landscape in Toronto



# Western Engineering

## Seismic equipment made in Phase 1

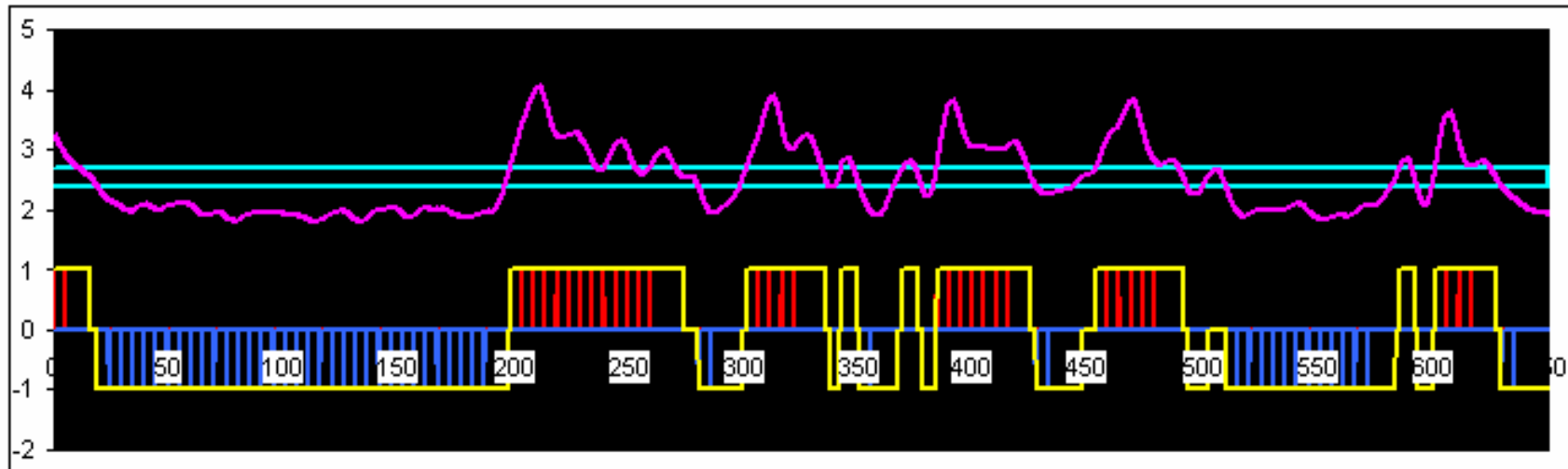


## Second Phase

- Second phase covered Most of GTA (100 x 40 km) by a grid of 310 points.
- Ambient noise measured at the grid nodes.
- Frequency of the earthquake loading and its amplitude affect the amount of earthquake damage to different types of buildings.
- Data was processed to obtain frequency and amplitude of peaks of the horizontal-to-vertical ratio of the ground 'noise'.

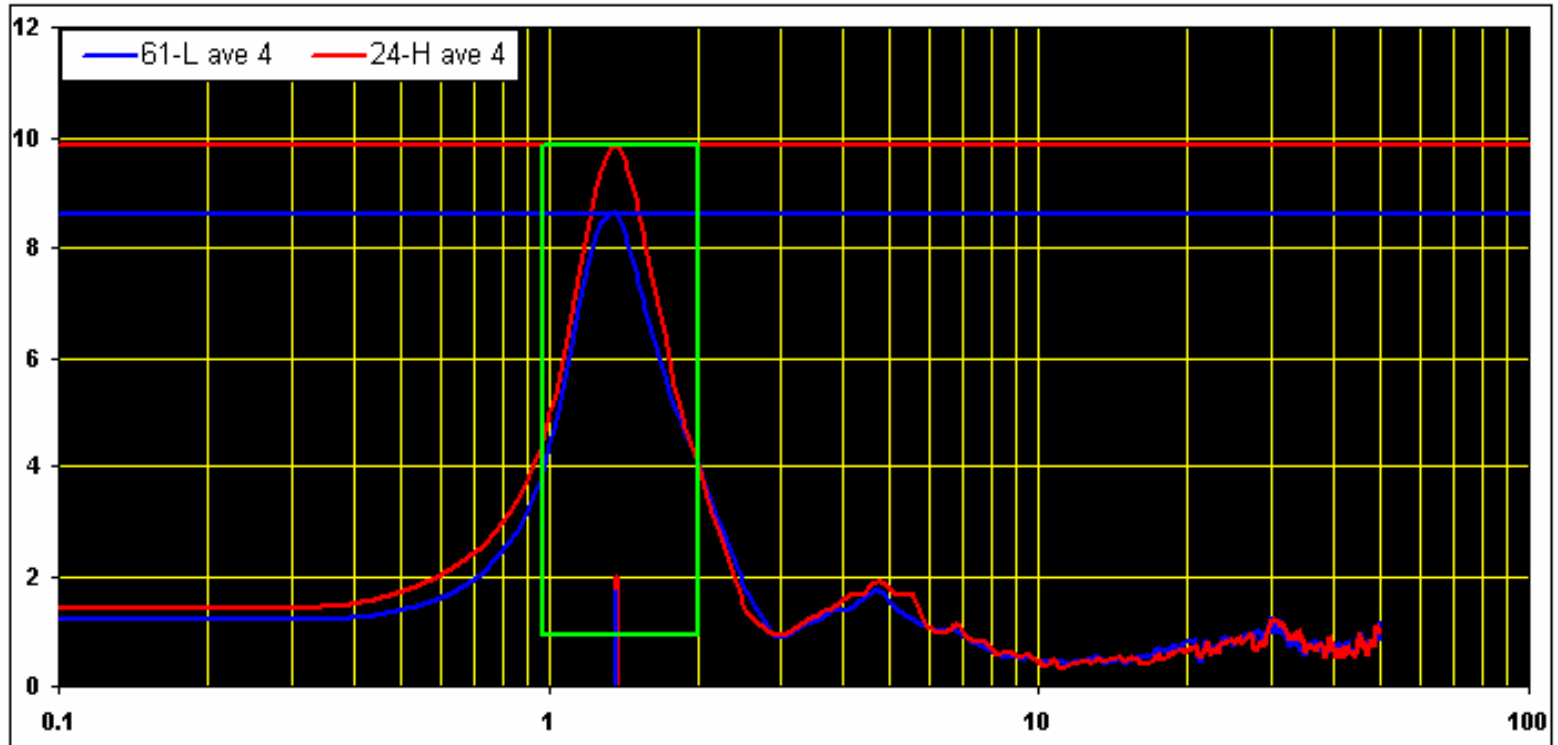
# Western Engineering

## Separating of the low and high level vibrations in the time domain



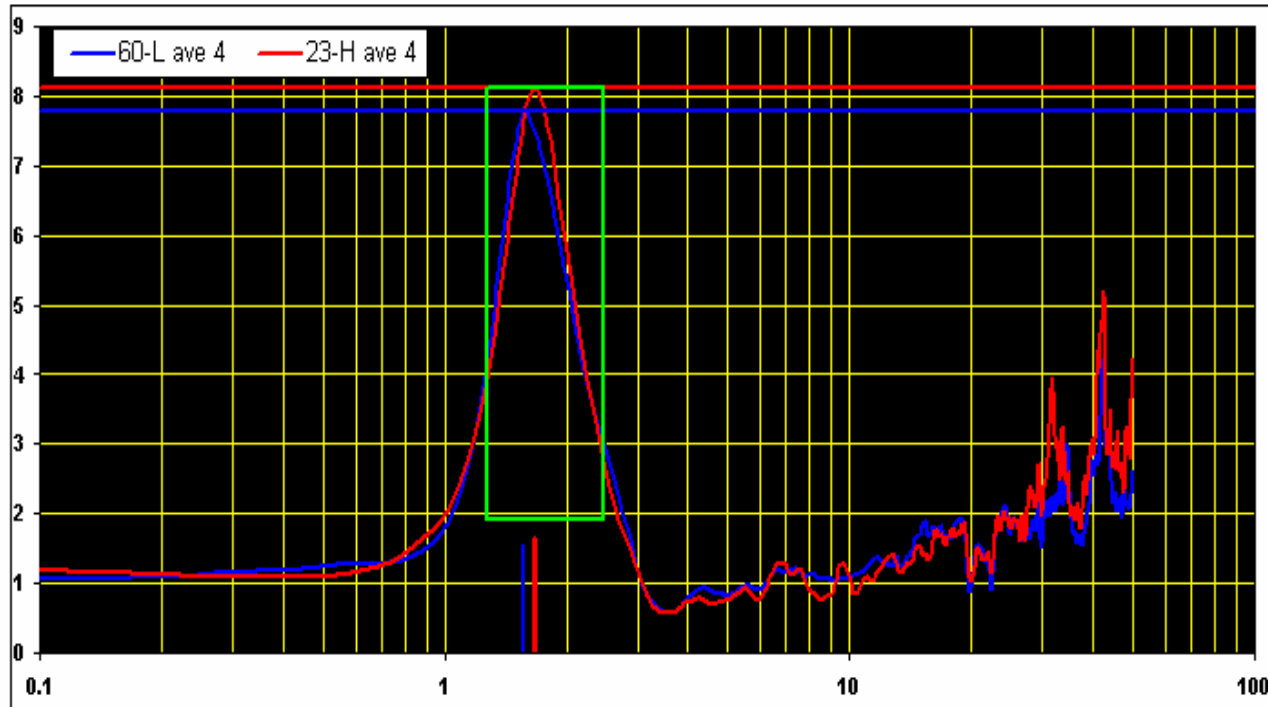
- The magenta line gives the averaged RMS value of the vibrations
- Yellow line gives envelop for low (blue) and high (red) levels for HVSR calculations
- The cyan line represents separating threshold level
- High level of vibration usually is due to nearby traffic

## Horizontal to Vertical Spectral Ratio (HVSR)



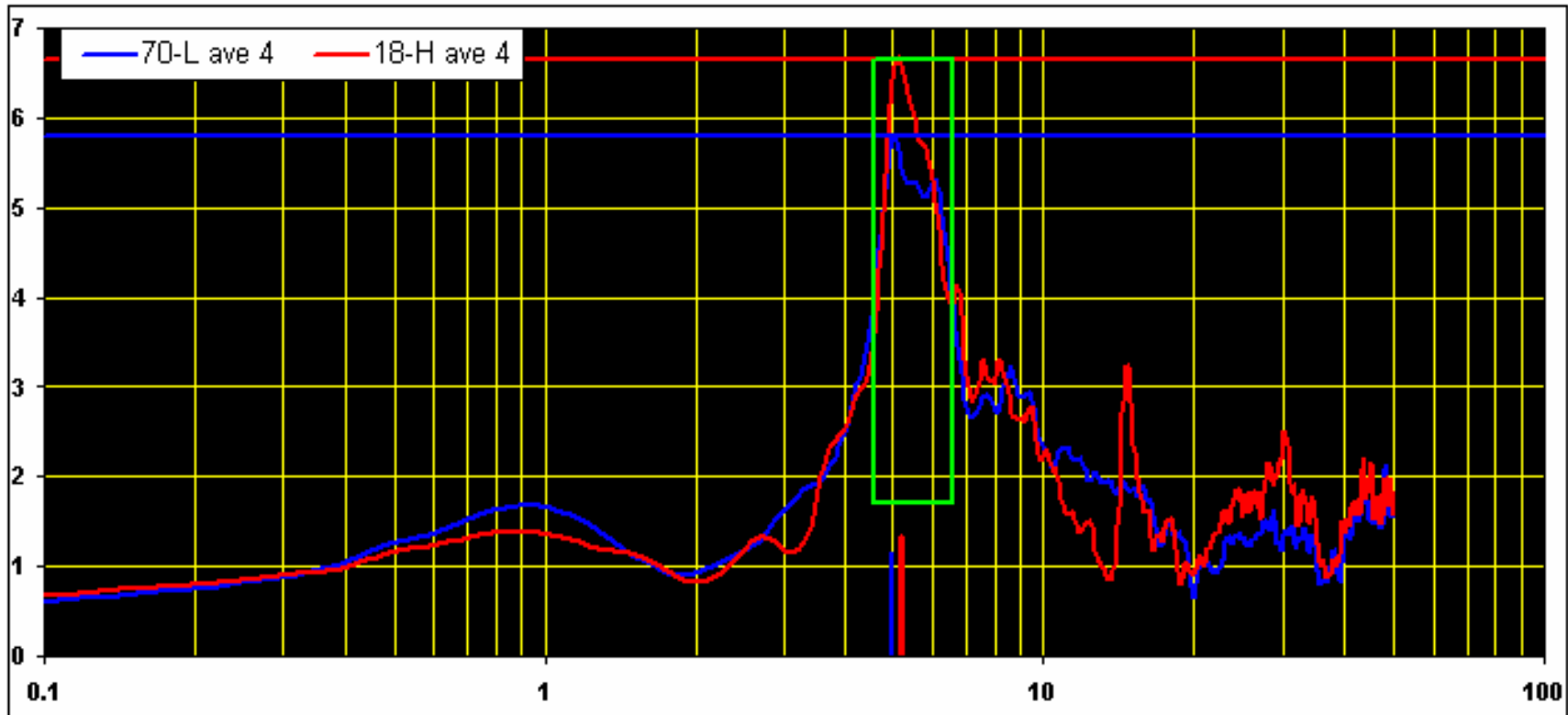
- Classic HVSR with predominant frequency 1.5 Hz.
- On vertical abscise is presented the amplification factor

## Horizontal to Vertical Spectral Ratio (HVSR)



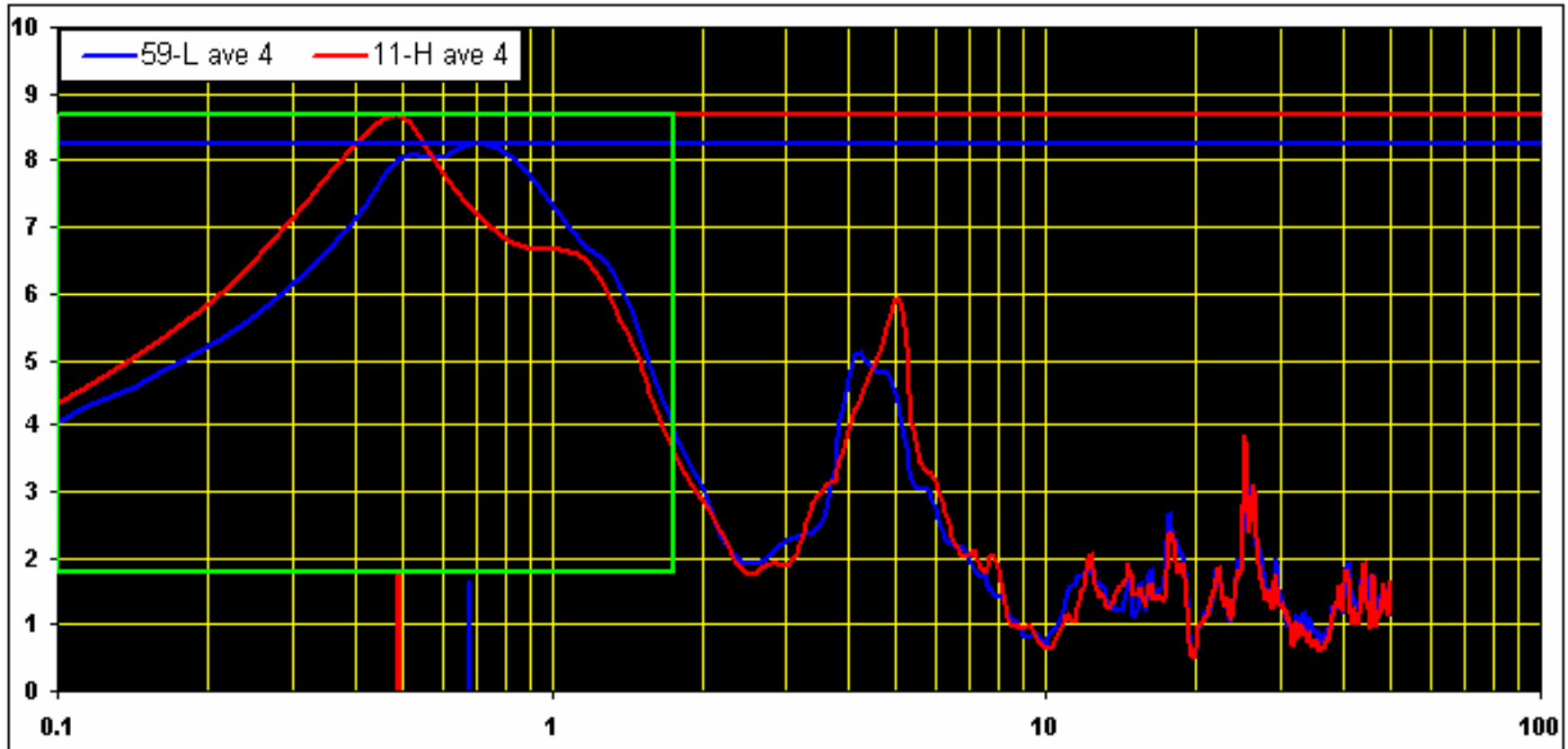
- HVSR with 1.7 Hz and high frequency resonances

## Horizontal to Vertical Spectral Ratio (HVSr) plots



- HVSr with high frequency resonances

## Horizontal to Vertical Spectral Ratio (HVSr) plots

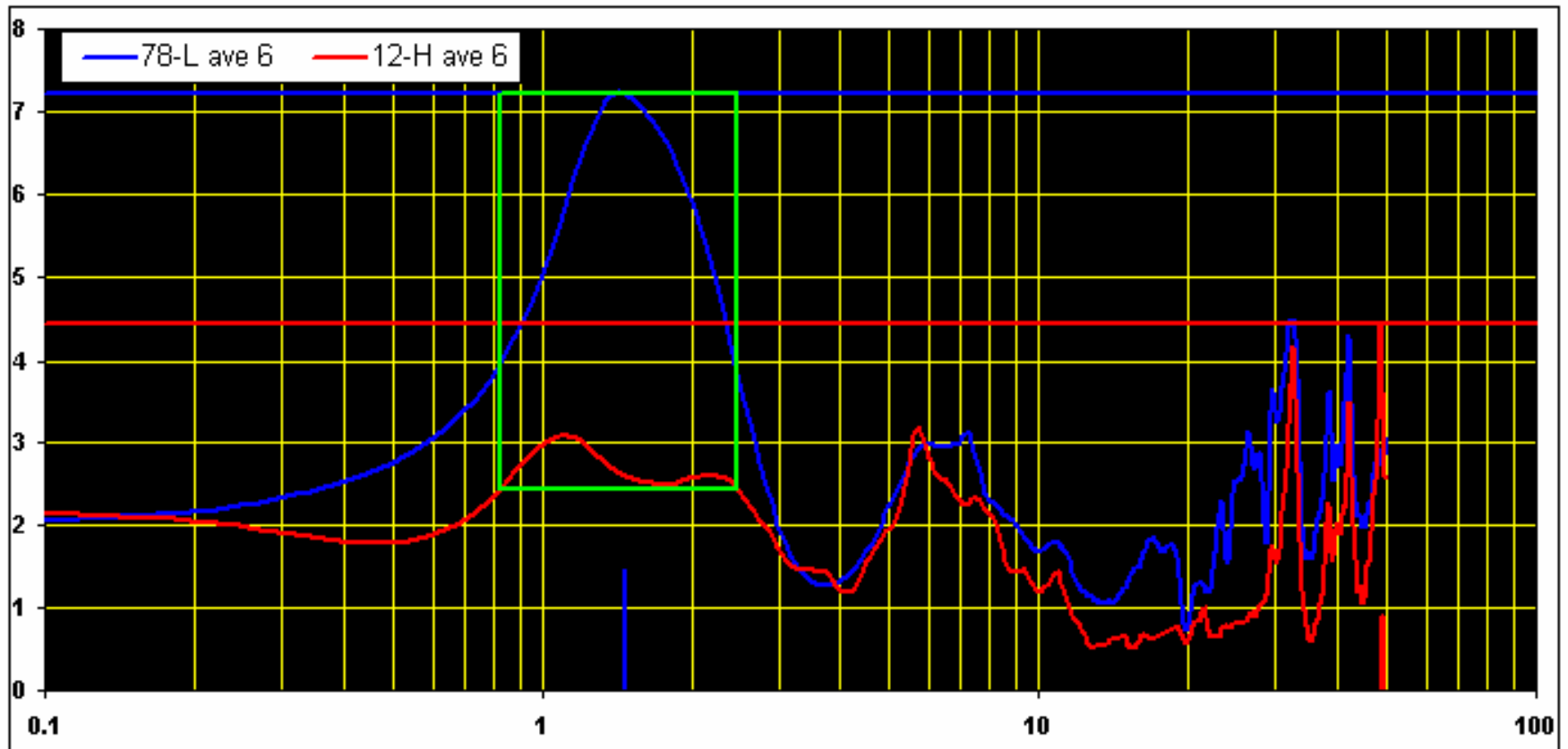


- HVSr with low and middle frequency resonances



# Western Engineering

## Horizontal to Vertical Spectral Ratio (HVSr) plots



- High level HVSr has no frequency resonances at low frequency.

# Western Engineering

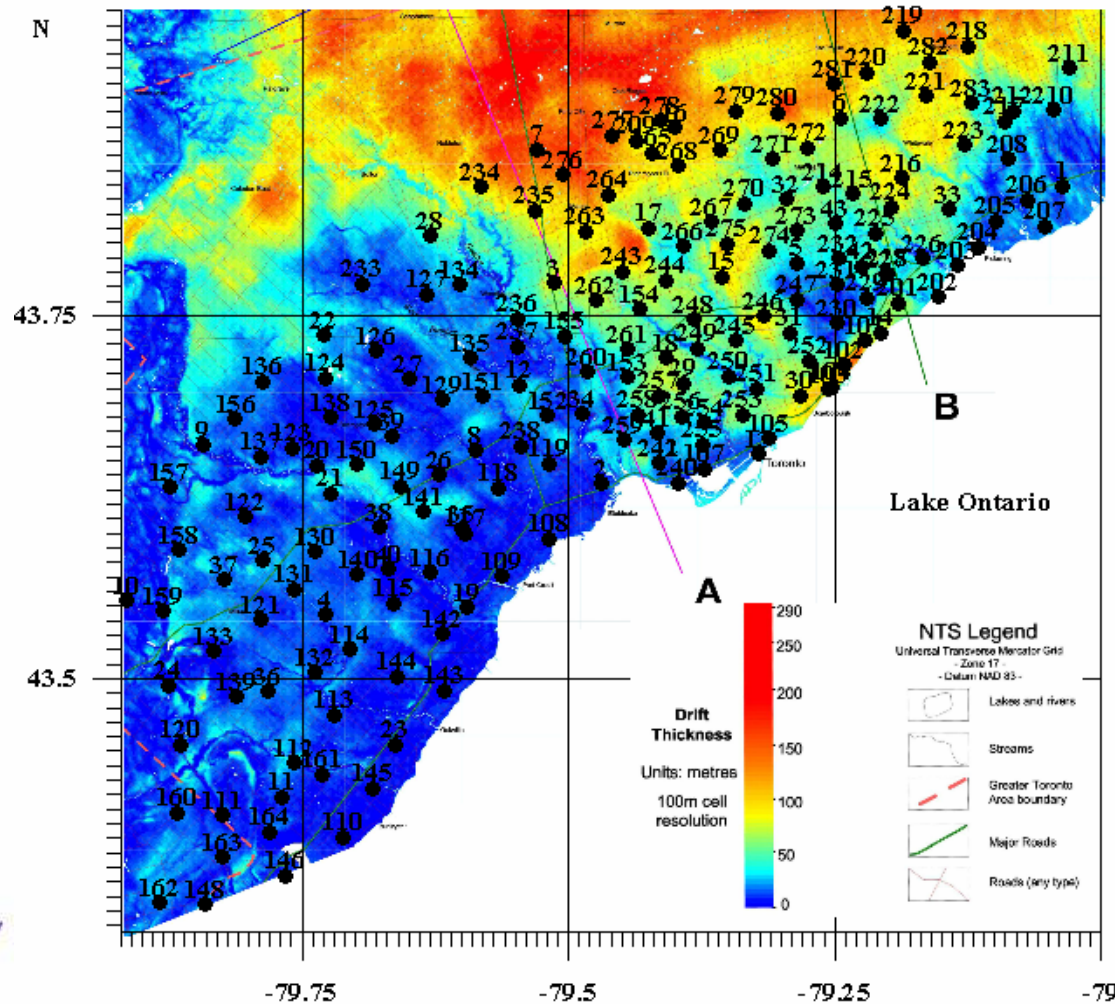
## Overview of Results

- Amplitude amplification more than 12.
- Large amplitude amplification can mean much increased seismic loading in certain areas of Toronto compared to the rest of the city.
- Predominant frequencies varying from 0.2 to 14 Hz.
- This means that a range of building types/heights can be affected differently according to their location in Toronto.



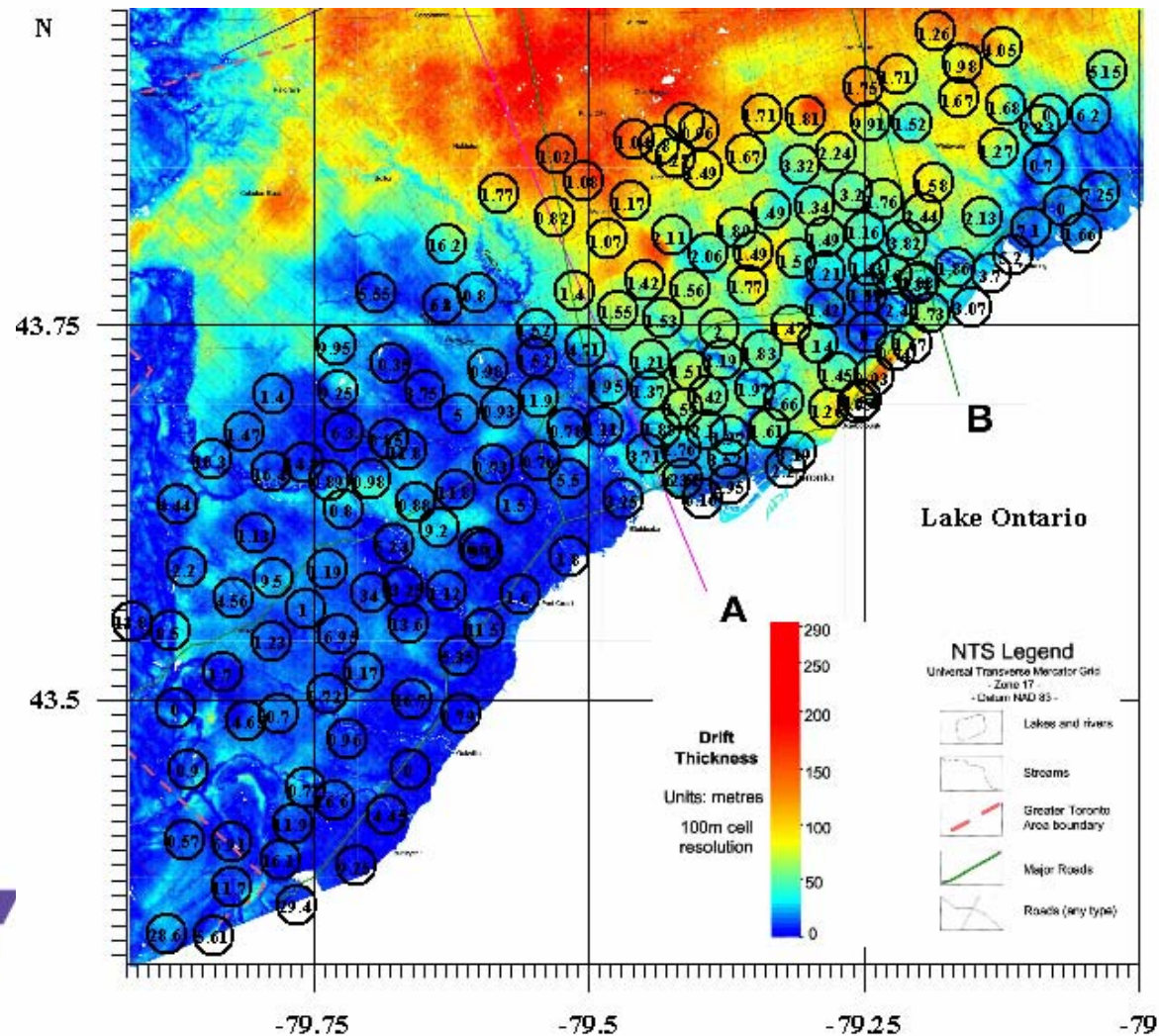
# Western Engineering

## Points of HVSR measurement in Toronto Area



# Western Engineering

## Predominant frequencies at each measured point (preliminary map)



# Western Engineering

## So, What does That Mean?

- Information about predominant frequencies and amplification factors can be helpful in assessing earthquake hazard and associated risk in different areas of the T/M region.
- Can be used to develop site specific seismic loading for safe and efficient design.
- Can be used by policy makers/planners for emergency preparedness, etc.
- In the final phase of the study, we can incorporate the field measurements, together with available geological information, into a GIS data base to apply HAZUS-like study for GTA conditions.



# Western Engineering

Well, How Does That Fit in The Picture?



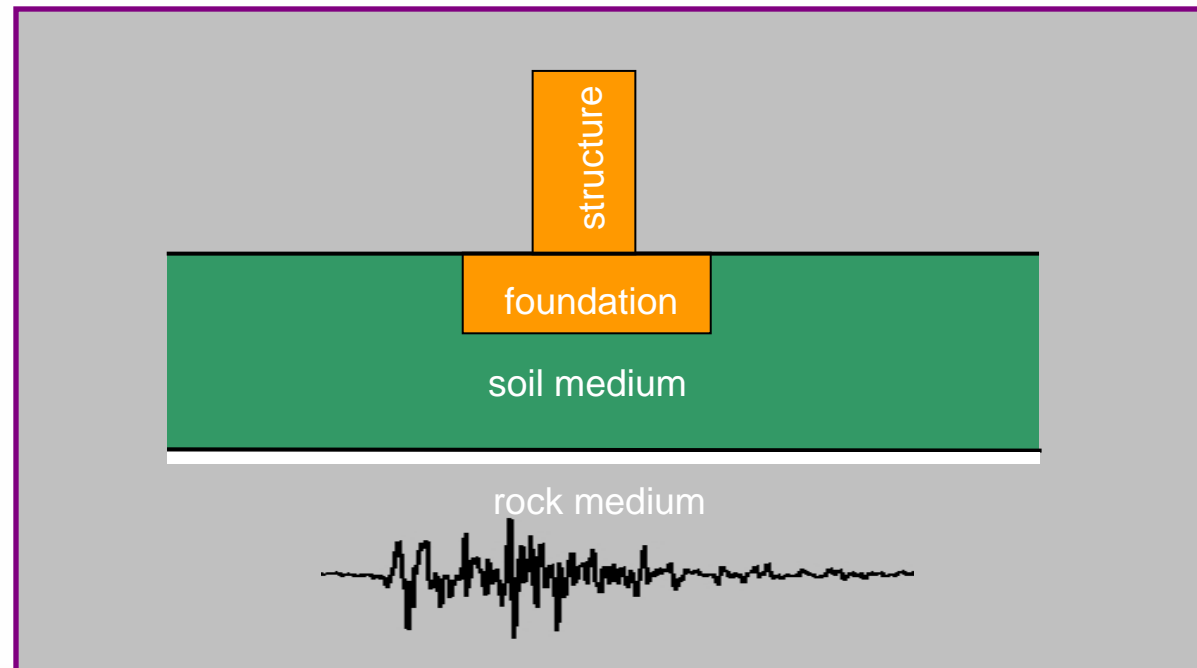
*Washington Mutual/Seattle Art Museum*



# Western Engineering

## A: Soil-Structure Interaction

- Dynamic Soil-Structure Interaction (SSI) refers to the effect the interaction between the soil and structure has on the respective response of both components
- Dynamic SSI is a complex phenomenon consisting of many interacting variables



# Western Engineering

## Soil-Structure Interaction

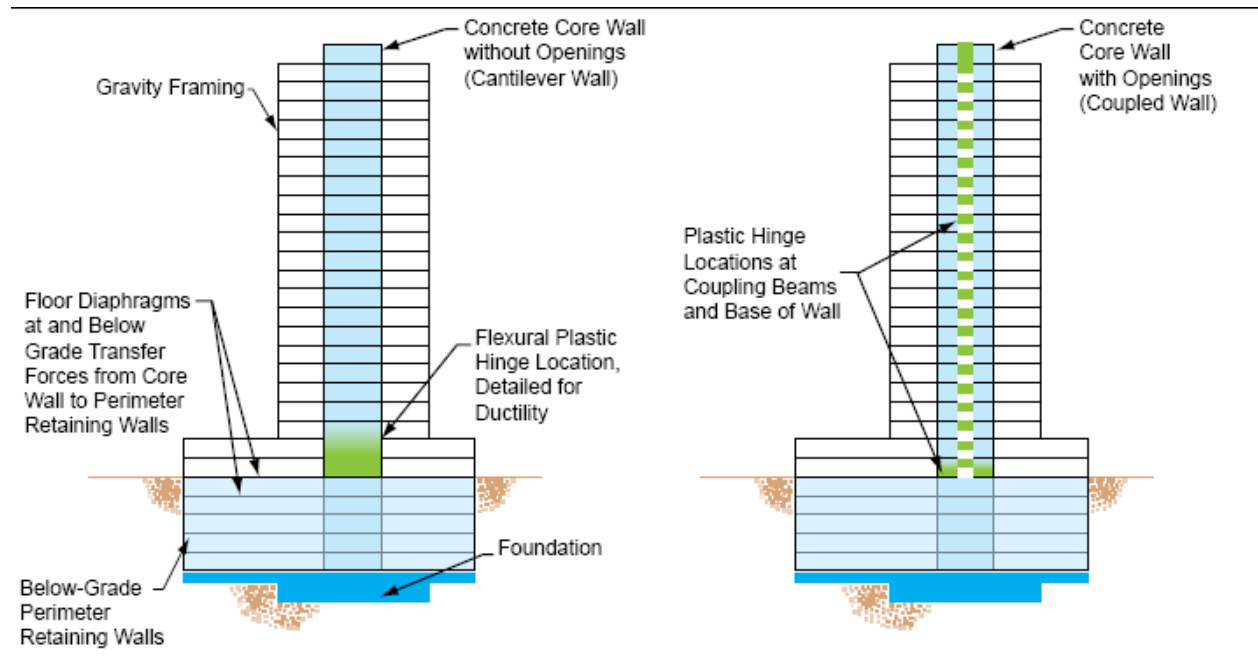
- Traditional seismic design is based on a force-based design (FBD) approach in which structures are designed for *life safety*.
- SSI is often neglected in FBD since its effects are generally considered to be beneficial.
- Huge economic losses from recent natural disasters requires a change in design philosophy.
- Earthquake engineering researchers have responded to this request with the introduction of performance-based seismic design.





# Western Engineering

## Failure Patterns for Core-Wall Buildings



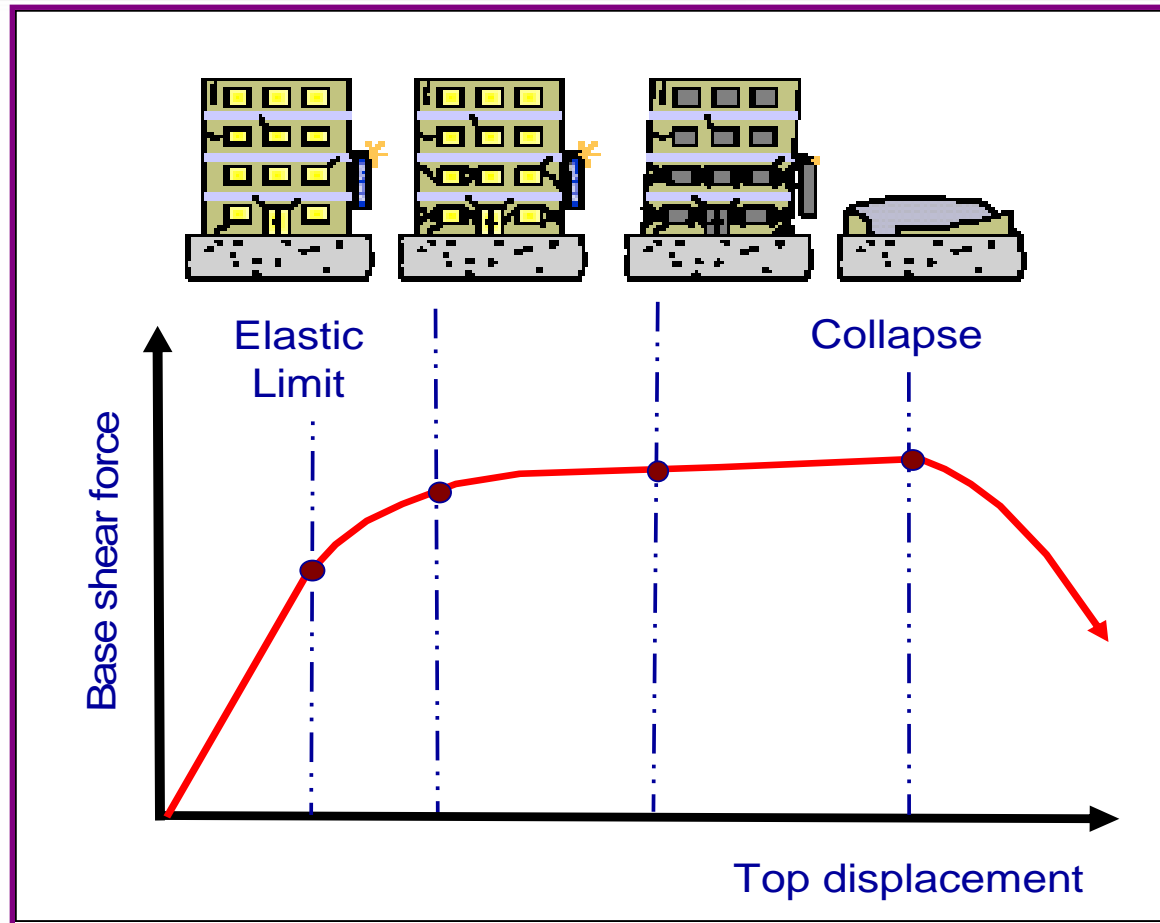
# Western Engineering

## **B: Performance-Based Design (PBD)**

- PBD can be defined as the design of structures to meet a specified performance goal based on a **realistic** and **reliable** understanding of their probable performance
- The performance goals are expressed in quantitative terms and the response of the structure at every stage must be accurately predicted



# Western Engineering



Each target point on the capacity curve is linked to quantitative measures such as economic loss, casualty rate, etc.

# Western Engineering

- PBD can be formalized probabilistically as:

$$\nu(DV) = \iiint G(DV / DM) dG(DM / EDP) dG(EDP / IM) d\nu(IM)$$

- **Intensity measure** (*IM*) defines the expected ground motion hazard
- **Engineering demand parameter** (*EDP*) describes structural response in deformation terms
- **Damage measure** (*DM*) describes the condition of the structure and its components
- **Decision variable** (*DV*) are the final quantitative estimates used in risk management

$$dG(EDP / IM) = \iint dG(EDP / FIM) dG(FIM / FF) dG(FF / IM)$$

↑  
Structural  
analysis

↑  
Soil-Structure  
Interaction analysis

↑  
Free-field  
analysis

# Western Engineering

Did you get my point?

Many **THANKS** for your support

