

24-30 Pretoria Avenue

Design Brief

JULY 2019



24-30 Pretoria Avenue

OTTAWA ON

DESIGN BRIEF

July 2019

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Quality Information

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Revision History

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1.0

Application Submission and Details

1.0 Application Submission and Details

1.1 Application Details

Type Of Application	Site Plan Application
Date of Pre-Consultation	16 Jan 2019
Legal Description	<ul style="list-style-type: none"> – PLAN 53786 PT LOT 3; RP4R-2310 PART 2 – PLAN 53786 PT LOT 3 PRETORIA; S RP 4R-2310 PART 1 – PLAN 53786 LOT 2 – PLAN 53786 LOT 1
Municipal Address	24-30 Pretoria Avenue

This report has been prepared in support of a site plan application by JB Holdings., to permit the development of a 6 storey residential building with studios, one and two bedroom units, a basement level for parking and building amenities (on the ground floor).

The residences will occupy floors 2 to 6 and part of the ground floor. There will be 5 studios, 40 one bedroom units and 4 two bedroom units in the building. The ground floor will be occupied by building amenities such as a three(3) multi-purpose rooms along with garbage and storage facilities.

A ramp located on the eastern edge of the lot leads to a basement level that has 18 car parking spaces and 25 bicycle parking spaces. For more details, refer to Section 3.2 Building Floor Plans.

1.2 Project Vision

24 Pretoria Avenue will be a modern residential building that will provide high quality housing units to a central part of the city. It will be sensitively designed to respond to its context while helping with continuing the trend of city intensification.

1.3 Subject Property

The subject property is located in the northern portion of the Capital (17) Ward and is the amalgamation of 4 separate lots (numbers 24, 26, 28 and 30) along Pretoria Avenue, located mid-block between Pretoria and Strathcona Avenue. The individual lots are currently home to two storey residential buildings.

The total area of the subject property is 1,093 m² (11,765 sq. ft.).

As shown in Figure 1.1, the property has existing residential buildings on each individual lot.

The amalgamated lot's dimensions are:

- ~35.7m wide on Slater Street and Albert Street
- ~30.5m deep

1.4 Surrounding Area

Figure 1.2 shows the site location in context of the City. The lot is located in the south of Centretown neighbourhood and the Queensway (417). The lot lies in a neighbourhood largely consisting low-rise residential buildings fronted by commercial buildings.

Immediately north of the site is a commercial retail box building (Loblaws). Further north (and west) of the store, along Isabella street lie a mix of commercial and employment land uses. Further north, across the Queensway lies the Ottawa Police Station and the Canadian Museum of Nature. To the west of the site, low density residences lead to Bank Street which is a mixed-use corridor that connects Centretown to The Glebe neighbourhood. Immediately east of the site is a one storey commercial building with the Rideau Canal lying further east. The south of the property also consists of low-rise residences leading to a series of open spaces bordering an existing creek (Patterson's Creek).

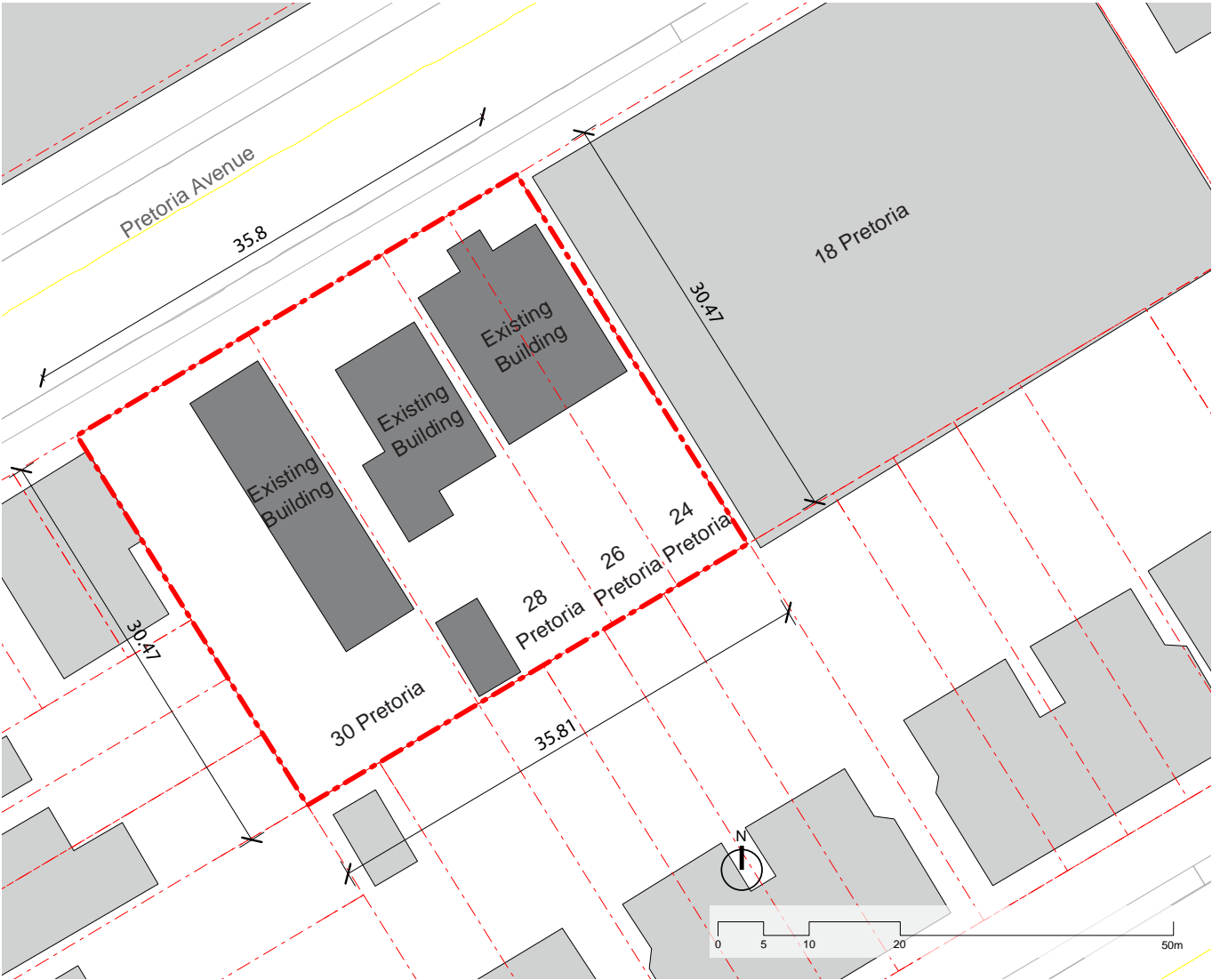


Figure 1.1 Existing Site Plan

1.5 Response to City Policies

Zoning By-Law (2008-250)

Under the City of Ottawa Comprehensive Zoning By-Law (2008-250), the subject property falls under two zones: R5 C[87] H(18) and R4S zones.

The purpose of the R4S Zone is:

- allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;
- allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- permit ancillary uses to the principal residential use to allow residents to work at home;
- regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and
- permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The purpose of the R5C Zone is:

- allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;
- allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- permit ancillary uses to the principal residential use to allow residents to work at home;
- regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and
- permit different development standards, identified in the Z sub-zone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The proposed development responds positively to all the above objectives. The proposed land uses in the development (residences) are allowed within the prescribed

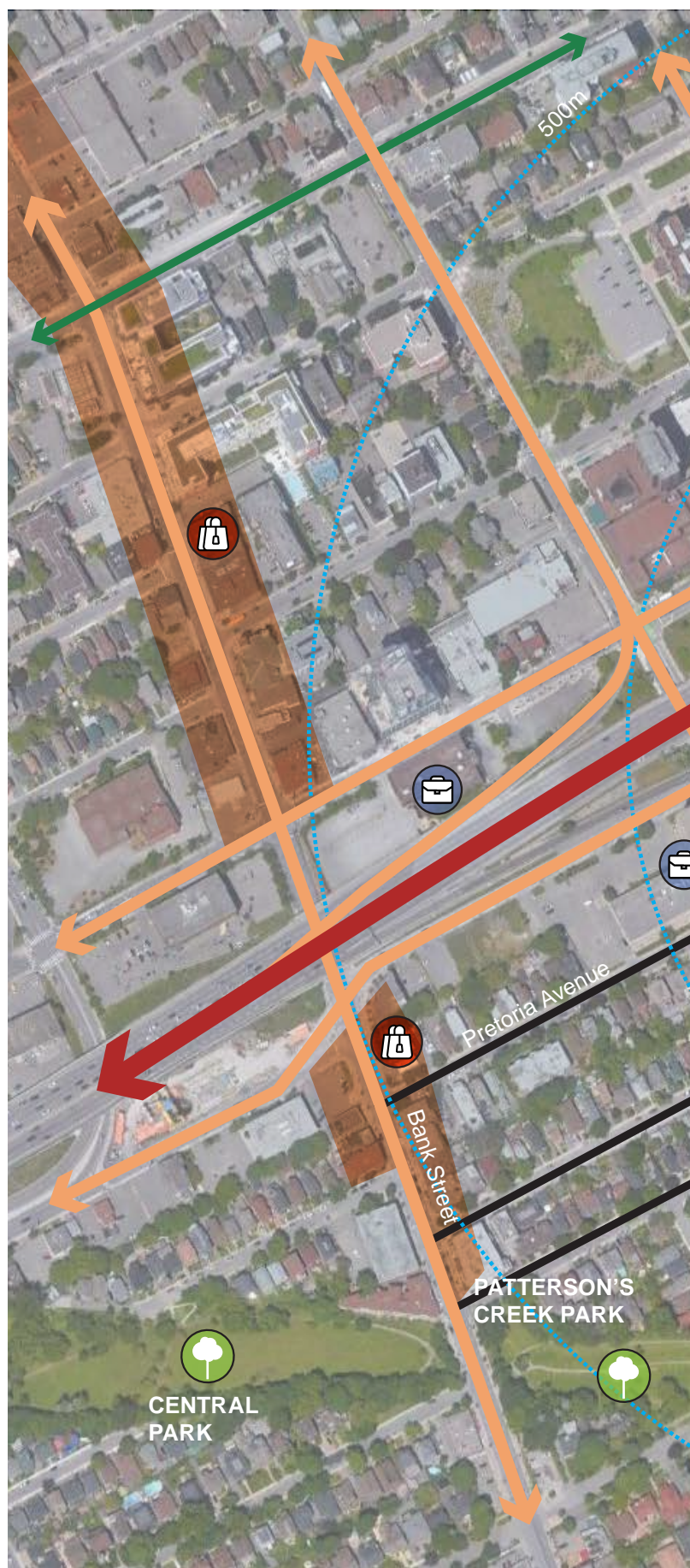


Figure 1.2 Site Context



zone. The proposed building is designed to comply with the requirements of the R5C Zoning By-laws.

The site is also located in a Mature Neighbourhood. The Mature Neighbourhood Overlay is used to regulate the character of low-rise residential development in order to recognize and reflect the established character of the streetscapes within the area of the Overlay.

Given that the proposed development is a mid-rise building (6 storeys), these regulations are not applicable to the development. However, the proposed building ensures compatibility and transition to its immediate neighbours by using interesting massing and material treatment.

BY-LAW COMPLIANCE				
PERFORMANCE STANDARD	R4S (28-30 Pretoria)	R5C[87] H(18) (24-26 Pretoria)	PROVIDED	COMPLIANCE
Min. Lot area	450m ²	675m ²	1,093 m ²	YES
Min. Lot width	15m	22.5m	35.8m	YES
Min. Front yard setback	3.0 m	3.0m	3.0m	YES
Min. Interior side yard setback	Under 11m height - 1.5m Over 11m height - 2.5m After 21m - 6.0m	Under 11m height - 1.5m After 21m - 6.0m	1.5m and 6.0m (provided as per requirements)	YES
Min. Rear yard setback	9.15m	7.5m	7.5m	YES
Max. Building height	14.5m	18.0m	18.0m	-
Min. Amenity space	30% of lot area for landscaped area: 327.9 m ² 6 m ² /unit: = 294 m ² Communal Area 50%: 147 m ²		At-Grade Exterior: 221.3 m ² 1st Floor Communal Interior: 168.6 m ² Private balconies: 172 m ² Private Decks: 75.3 Grand Total: 637.2 m ² Total Communal Area: 379.9 m ²	YES
Min. Parking spaces	Residential: 19 spaces (0.5 Per dwelling unit, after the first 12 units) Visitor: 4 spaces (0.1 Per dwelling unit, after the first 12 units)		Total spaces provided: 18 Residential: 14 Visitor: 4	NO
Min. Bicycle parking	Residential: 0.5 Spaces/ residential unit = 25 spaces (for 49 units)		25 spaces	YES
Min. Drive Aisle Width	6M			YES
Min. Parking space dimensions	Width: 2.6M Length: 5.2 m			YES

Figure 1.3 By-Law Compliance

Road Network

The subject property lies on Pretoria Avenue, a local street which is in very close proximity to Slater Street, which is in close proximity to Isabella Street which is designated as an arterial street that connects east-west.

Bank Street, another arterial road lies 500m away to the west. The 417 (Queensway) is also easily accessed from Isabella Street.

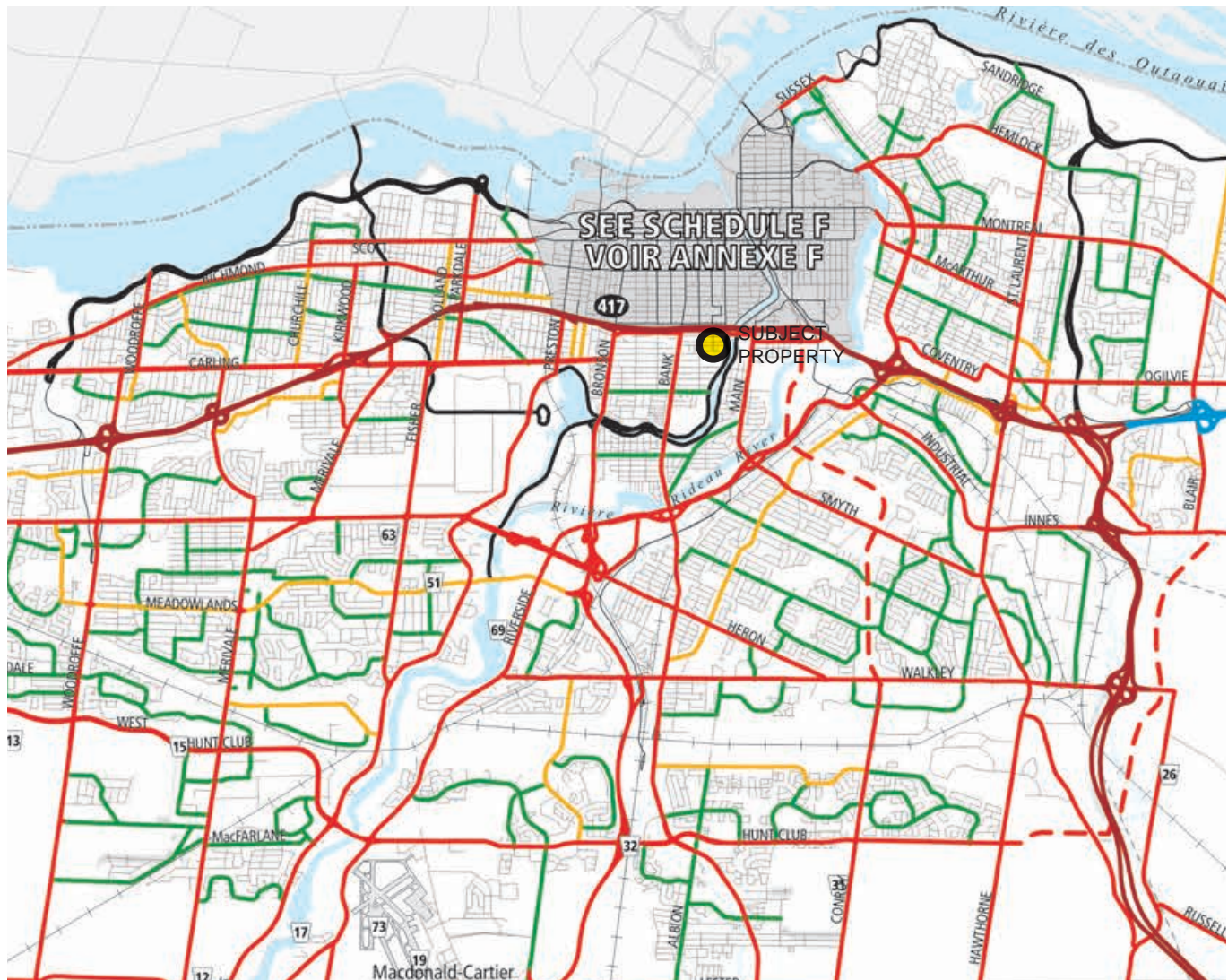


Figure 1.4 Official Plan Schedule F - Central Area Inner City Road Network

KEY

- Provincial Highway
- Federally Owned Road
- Arterial - Existing
- Arterial - Proposed (alignment defined)
- Major Collector - Existing
- Collector - Existing

Official Plan - Cycling Routes and Multi-use Pathways

The subject property is located within a well connected area with informal on-road cycling paths. However, these paths are in proximity to dedicated off-road cycle path along the Rideau Canal (which is less than 200m away). These dedicated paths run along the Canal north and south to various destinations in the City.

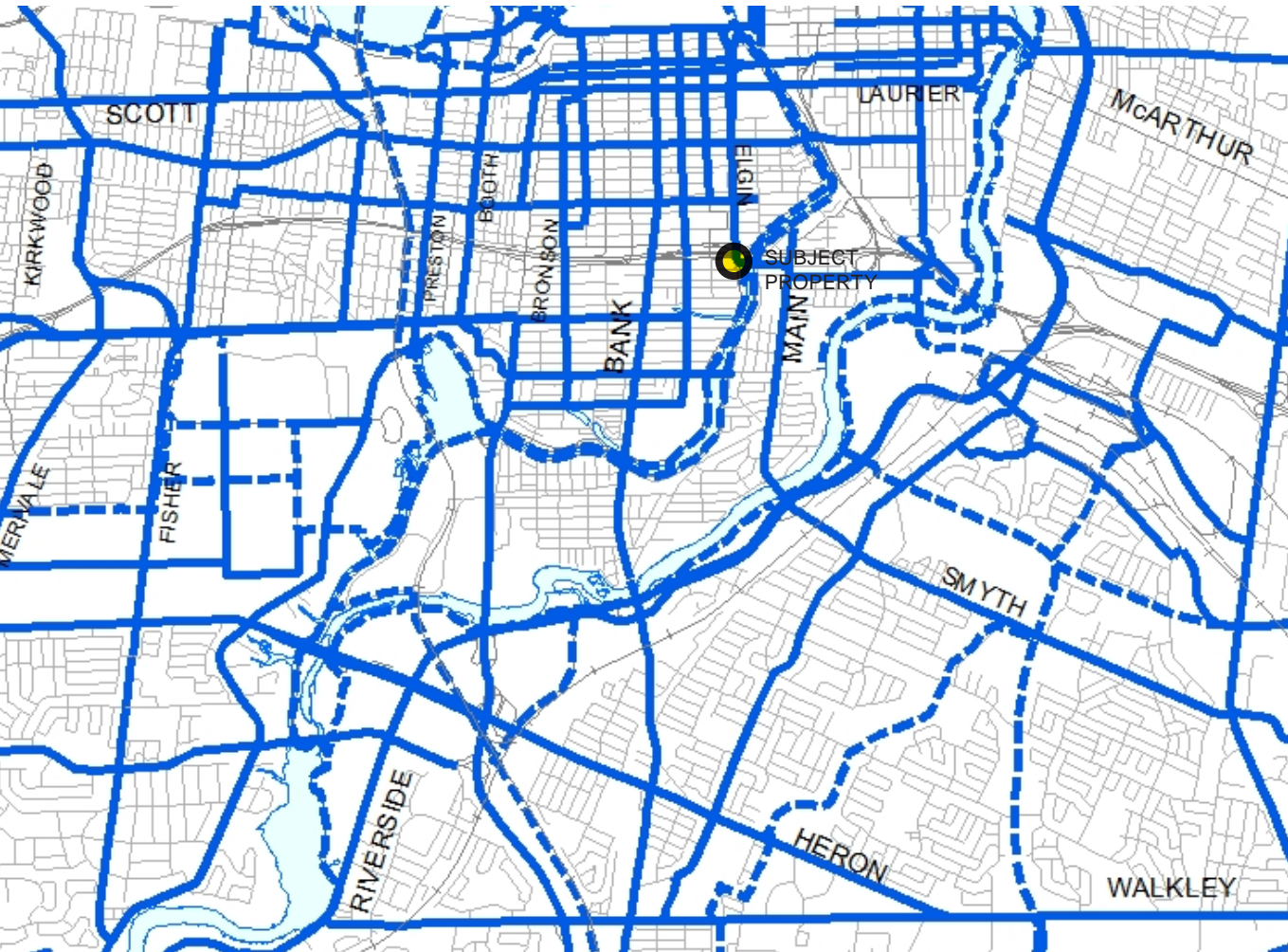


Figure 1.5 Official Plan Schedule C - Primary Urban Cycling Network

KEY

CITY-WIDE NETWORK

On-road Cycling Routes ———

Off-road Cycling Routes (multi-use pathways) - - - -

Official Plan - Transit Network

The subject property is within immediate proximity to Isabella Street and the 417-Queensway, the latter is considered to be a 'Transit Priority Corridor'. The site is also covered by the city's bus network with bus stops located on Isabella Street (~100m), Catherine Street (~200m) and Bank Street (~500m).

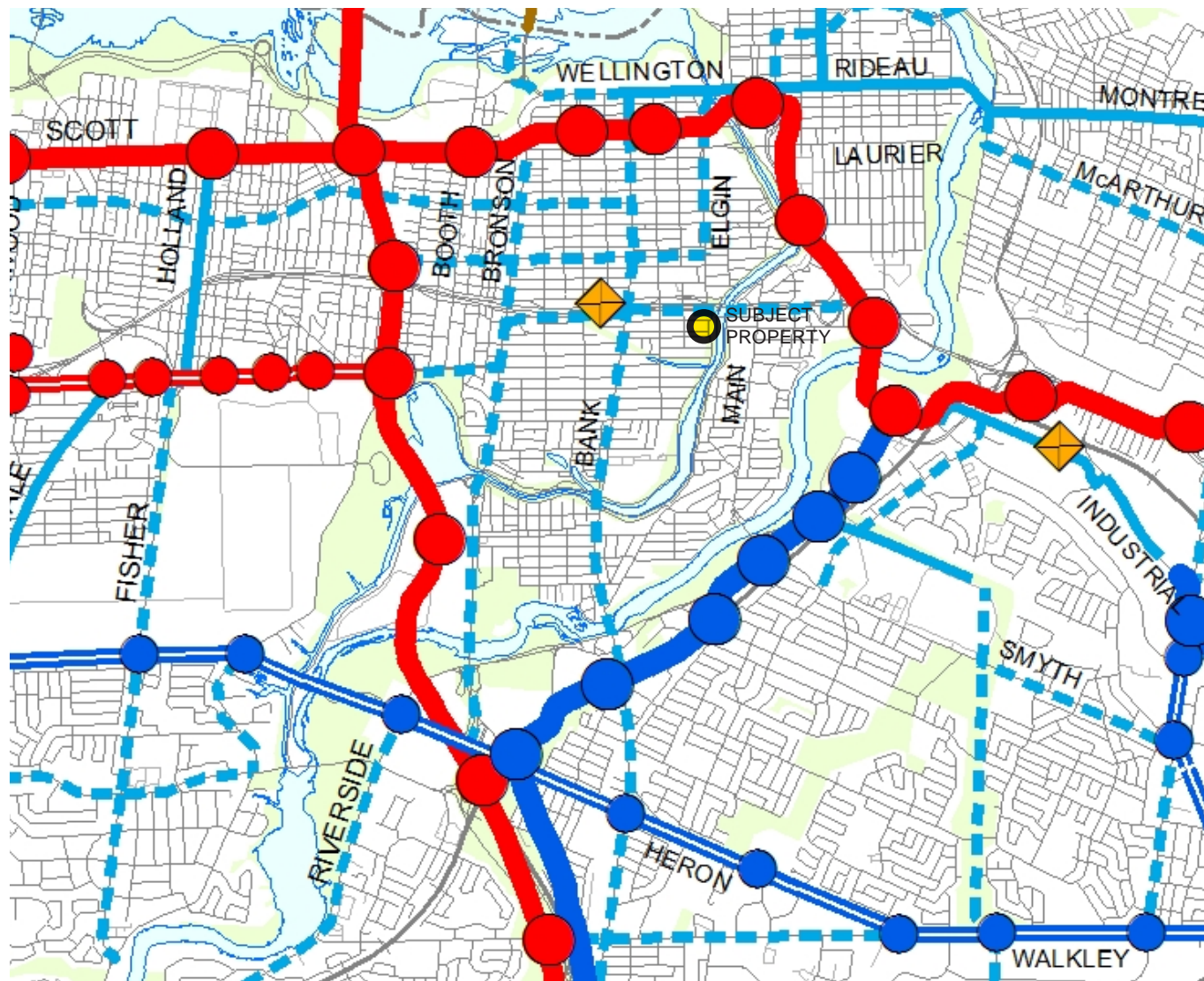


Figure 1.6 Official Plan Schedule D - Rapid Transit and Transit Priority Network

KEY

RAPID TRANSIT

- Light Rail Transit (LRT) - Grade Separated Crossings —
- Light Rail Transit (LRT) - At-Grade Crossings ---
- Bus Rapid Transit (BRT) - Grade Separated Crossings —
- Bus Rapid Transit (BRT) - At-Grade Crossings ---

TRANSIT PRIORITY

- Transit Priority Corridor (Continuous Lanes) —
- Transit Priority Corridor (Isolated Measures) ---

- Park and Ride P
- Transit Station - rail ●
- Transit Station - bus ●
- Conceptual Future Transit Corridor ↔
- Inter-regional Stations ◆
- Potential Rail Yard ★
- Gatineau Rapibus —

City of Ottawa Official Plan (OP) Urban Design and Compatibility (Section 2.5.1)

It is the policy of the City of Ottawa Official Plan that the new development shall be in accordance with the design objects and principles set out in Section 2.5.1 - Urban Design and Compatibility in The Official Plan, and the development application be evaluated on the basis of these design objectives and principles. These design objectives include:

- Enhance the sense of community
- Define quality public and private space through development
- Create safe and easy accessible place,
- Respect the character of existing areas, and
- Promote sustainable design

Section 2.5.1 outlines objective criteria that can be used to evaluate both Urban Design and Compatibility. The following table demonstrates how the development contributes to the broad urban design objectives and principles listed by the City:

- Enhance the sense of community by creating and maintaining places with their own distinct identity
- Define quality public and private spaces through development
- Create places that are safe, accessible and are easy to get to, and move through
- Ensure that new development respects the character of existing areas
- Consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice

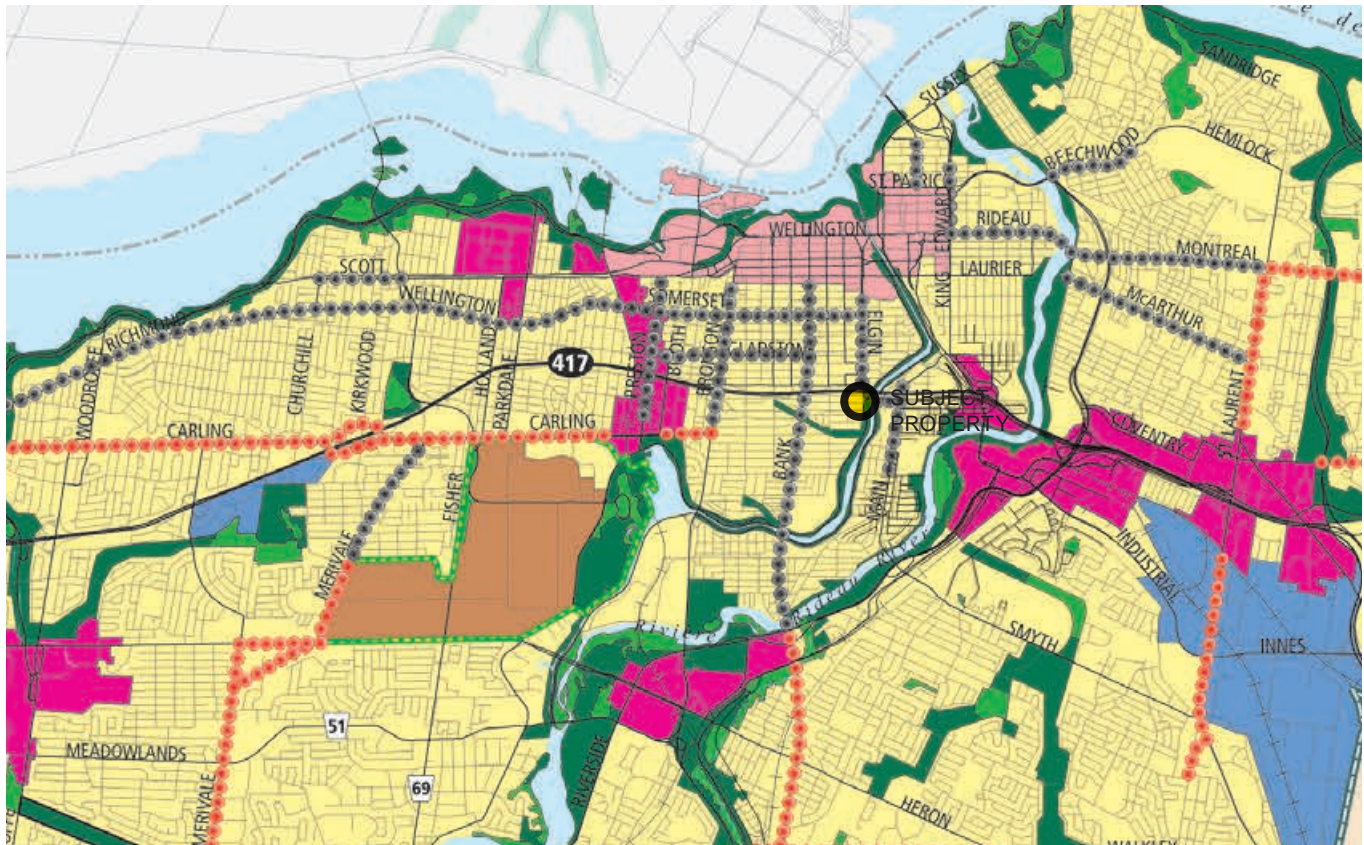


Figure 1.7 Official Plan - Schedule B Urban Policy Plan



The proposed development responds to the design objectives in the Official Plan through the design considerations below:

- Develop a (relatively) higher density building in a lot given its central location in a zone identified for intensification.
- Introducing a contemporary architecture design that creates visual interest and updates the existing building fabric.
- Maintaining a strong street edge with improved streetscape and building frontage.
- Continuing an attractive and comfortable pedestrian environment along the development and reconnecting the existing pedestrian infrastructure.
- Maintaining a sense of scale that relates to the street and neighbouring buildings.

The proposed development is sensitively designed with respect to its context. It will strengthen the existing neighbourhood and complements the surrounding commercial uses with higher intensity.

Urban Designations - Section 3.6.1 General Urban Area

As Figure 1.7 shows, the subject property lies within the General Urban Area. Section 3.6.1 -General Urban Area of the Official Plan lays out policies to shape and guide a development in this zone.

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The intent of developments within this area is to facilitate the development of complete and sustainable communities.

Designated areas allow a broad scale of uses from ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office. Along with the Zoning By-Law applicable to the subject property, specific uses, building form (height, setbacks, etc.) and the like are prescribed and determined.

Subject to policies stated below, the City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city.

Specific policies that the proposed development responds positively to are:

- Permits different types and densities of housing. Contributes diversity in housing type to the area that is currently comprised of low-rise multi-unit buildings and commercial buildings.
- Maintains a low height profile despite increasing density.
- The proposed building is contemporary and visually interesting which helps add community character while respecting existing context.
- Responds positively to policies of Section 2.5.1 and Section 4.11.

Section 4.1.1 - Compatibility and Community Adaptability

Compatibility of scale and use requires a careful design response that appropriately addresses impact generated by infill or intensification. Section 4.11 provides criteria that can be used to objectively evaluate the compatibility of infill or intensification developments.

The proposed development meets the compatibility objectives set forth in Section 4.11 in the following ways:

Traffic	Based on the Traffic Impact Assessment Guidelines Screening Form for the development. There are no triggers for further studies or assessments.
Vehicular Access	Vehicular access occurs from Pretoria Avenue to a ramp located on the eastern edge of the lot that leads to a basement (parking) level.
Parking Requirements	<ul style="list-style-type: none"> Car Parking: 4 visitor parking spaces are required. The development provides 18 spaces in a basement level. Bicycle Parking: The development provides the required number of spaces by providing 25 spaces in the basement.
Outdoor Amenity Areas	<ul style="list-style-type: none"> Required: $6 \text{ m}^2/\text{unit}$ (49) = 294.0 m^2; Required Communal Area@ 50% = 147.0 m^2 Proposed: A total of 637 m^2 of amenity space has been provided. The proposed development provides 172 m^2 of private balcony area. Additionally, there is 221 m^2 of external patio area, 75 m^2 of private deck space and 169 m^2 of communal interior space on the 1st floor.
Loading Areas, Service Areas, and Outdoor Storage	A garbage room and an internal storage room are located on the ground floor, accessible directly from Pretoria Avenue. Loading and pick-up drop-off is also expected to occur along the Avenue. Given the single-use proposed for the building, it is not expected to pose any adverse impact to the building's immediate surroundings.
Lighting	Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuring no significant impacts on adjacent properties.
Noise and Air Quality	No significant impacts related to noise or air quality are expected as a result of the proposed development. Recommendations for noise mitigation measures will be implemented through this site plan control approval and the building permit process, as appropriate.
Sunlight	As indicated in the Sun-Shadow Study included in this submission; due to the small scale of the proposal and the existing massing and built form of the immediately abutting properties it is not expected that this proposed building will have any significant shadowing impact on nearby properties or the public realm.
Microclimate	No significant impacts are anticipated on wind, snow drifting and temperature on adjacent properties.
Supporting Neighbourhood Services	The proposed development is located in close proximity to several neighbourhood amenities including parks, and retail amenities. The site is supported by frequent transit connectivity, is located close to a Transit Priority Corridor, and is also well connected to existing cycling routes.

Policy 4 (of Section 4.11) states: "In density target areas identified in S.2.2.2 of this Plan, development will be in the form of continuous building frontages that frame the street edge and support a more pedestrian-friendly environment. In some parts of the city, this will mean that new development consolidates an existing building fabric through infill or redevelopment opportunities."

The proposed development maintains a continuous building frontage while enriching the existing fabric with a contemporary and fresh building design.

Building Transitions

Policy 12 provides guidelines on integrating taller buildings within an area characterised by a lower built form. The proposed building qualifies as a mid-rise building (6 storeys) that largely transitions to two storey multi-unit residences.

The proposed building accomplishes transition through the following measures:

- Incremental changes in building height
- Massing - Using building projections (such as balconies) and step back (at 6th storey) to reduce visual impact
- Character - Using different material and colour treatment on the facade to create visual interest and diversity.
- Architectural design - Contemporary architectural treatment

Section 2.2.2 Managing Growth Within the Urban Area

Policy 14 of Section 4.11 states guidelines for infill development (within stable, low-rise neighbourhoods) will occur in accordance with Section 2.2.2.

Section 2.2.2 lays down policy to guide development within the City, and specifically pertains to the General Urban Area in which the subject property falls under.

Regarding the General Urban Area, the document states that opportunities for intensification exist and will be supported, although such opportunities are generally at a much smaller scale. Because such a large proportion of the city is designated General Urban Area, the scale of intensification will vary, depending upon factors such as the existing built context and proximity to major roads and transit.

The proposed development is defined as “the conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”







2.0

Design Proposal

2.0 Design Proposal

This section describes the proposed building design and details as listed below:

- 2.1 Site Plan
- 2.2 Building Floor Plans
- 2.3 Building Elevations
- 2.4 Building Massing
- 2.5 Material and Colour
- 2.6 Shadow Analysis

2.1 Site Plan

Figure 1.8 shows the proposed site plan. The ground floor building coverage is ~740 m².

PROJECT INFORMATION

ZONING	Zoning By-Law 2008-250	R4S
SITE AREA	1,093.0 sq. m. (11,765) sq. ft.	
BUILDING HEIGHT	14.5 m	
FRONT YARD SETBACK	3.0 m	
INTERIOR YARD SETBACK UNDER 11.0 m HT.	1.5 m	
INTERIOR YARD SETBACK OVER 11.0 m HT.	2.5 m	
INTERIOR YARD SETBACK AFTER 21.0 m BACK	6.0 m	
REAR YARD SETBACK	9.15 m	
LANDSCAPE OPEN SPACE (30%)	327.9 m ²	
AMENITY SPACE (6.0 m ² PER UNIT)	294.0 m ²	

PROJECT STATISTICS

BUILDING HEIGHT	19.0 M
BUILDING HEIGHT - STOREY'S	6
AVERAGE MEAN GRADE	(GEO. ELEV.) 66.50
FRONT YARD SETBACK	3.0 m
INTERIOR YARD SETBACK	1.5 m
REAR YARD SETBACK	7.5 m

GROSS BUILDING - AREAS (CITY OF OTTAWA ZONING AREA)

PARKING LEVEL	0.0 sq. m. 000 sq. ft.
GROUND FLOOR	128.3 sq. m. 1,381 sq. ft.
2nd to 5th FLOOR	4 x 496.3 sq. m. 4 x 5,342 sq. ft. 1,985.2 sq. m. 21,368 sq. ft.
6th FLOOR	415.3 sq. m. 4,470 sq. ft.
TOTAL AREA	2,528.8 sq. m. 27,219 sq. ft.

UNIT STATISTICS

STUDIO UNIT	5
ONE BEDROOM UNIT	36
ONE BEDROOM + UNIT	4
TWO BEDROOM UNIT	4
TOTAL	49

CAR PARKING

REQUIRED by ZONING BY-LAW

RESIDENCE	- NOT REQUIRED	0
VISITOR	- 0.1 PER DWELLING UNIT (AFTER 12 UNITS)	4
TOTAL		4

PROVIDED

RESIDENCE	14
VISITOR	4
TOTAL	18

BICYCLE PARKING

REQUIRED

REQUIRED	- 0.5 PER UNIT (49 UNITS)	25
PROVIDED		25

AMENITY SPACE

GROUND FLOOR EXTERIOR PATIO =	221.3 sq. m.
1st FLOOR COMMUNAL INTERIOR =	168.6 sq. m.
PRIVATE BALCONIES =	172.0 sq. m.
PRIVATE DECKS =	75.3 sq. m.
TOTAL =	637.2 sq. m.
TOTAL COMMUNAL =	379.9 sq. m.
REQUIRED - 6.0M ² PER UNIT (49) =	294.0 sq. m.
REQUIRED COMMUNAL @ 50% =	147.0 sq. m.

BUILDING CONSTRUCTION AREAS

PARKING LEVEL	967.3 sq. m. 10,412 sq. ft.
GROUND FLOOR	629.6 sq. m. 6,766 sq. ft.
2nd to 5th FLOOR	4 x 623.8 sq. m. 4 x 6,715 sq. ft. 2,495.4 sq. m. 26,860 sq. ft.
6th FLOOR	521.5 sq. m. 5,613 sq. ft.
TOTAL AREA (ABOVE GROUND)	1,556.3 sq. m. 16,752 sq. ft.

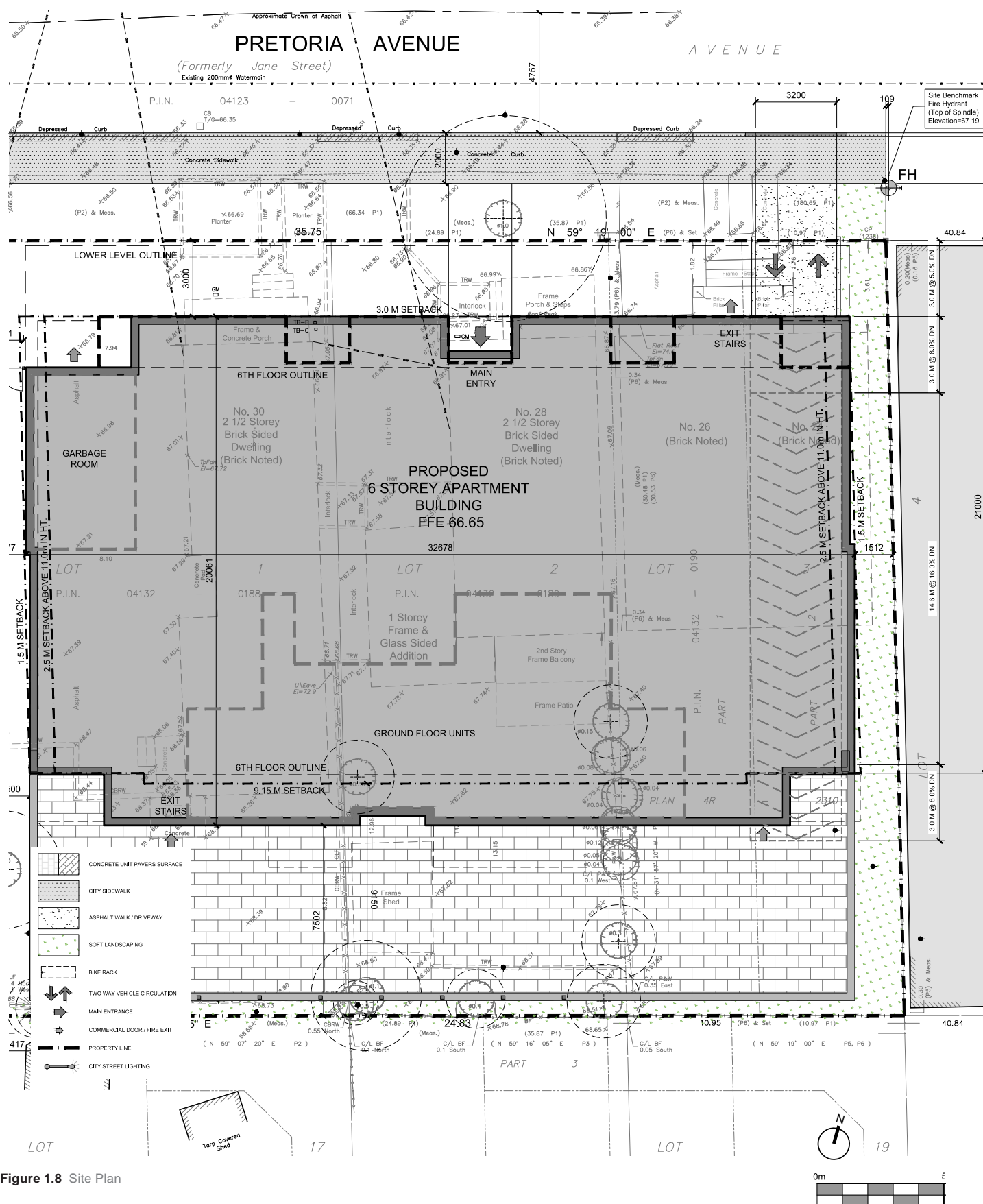


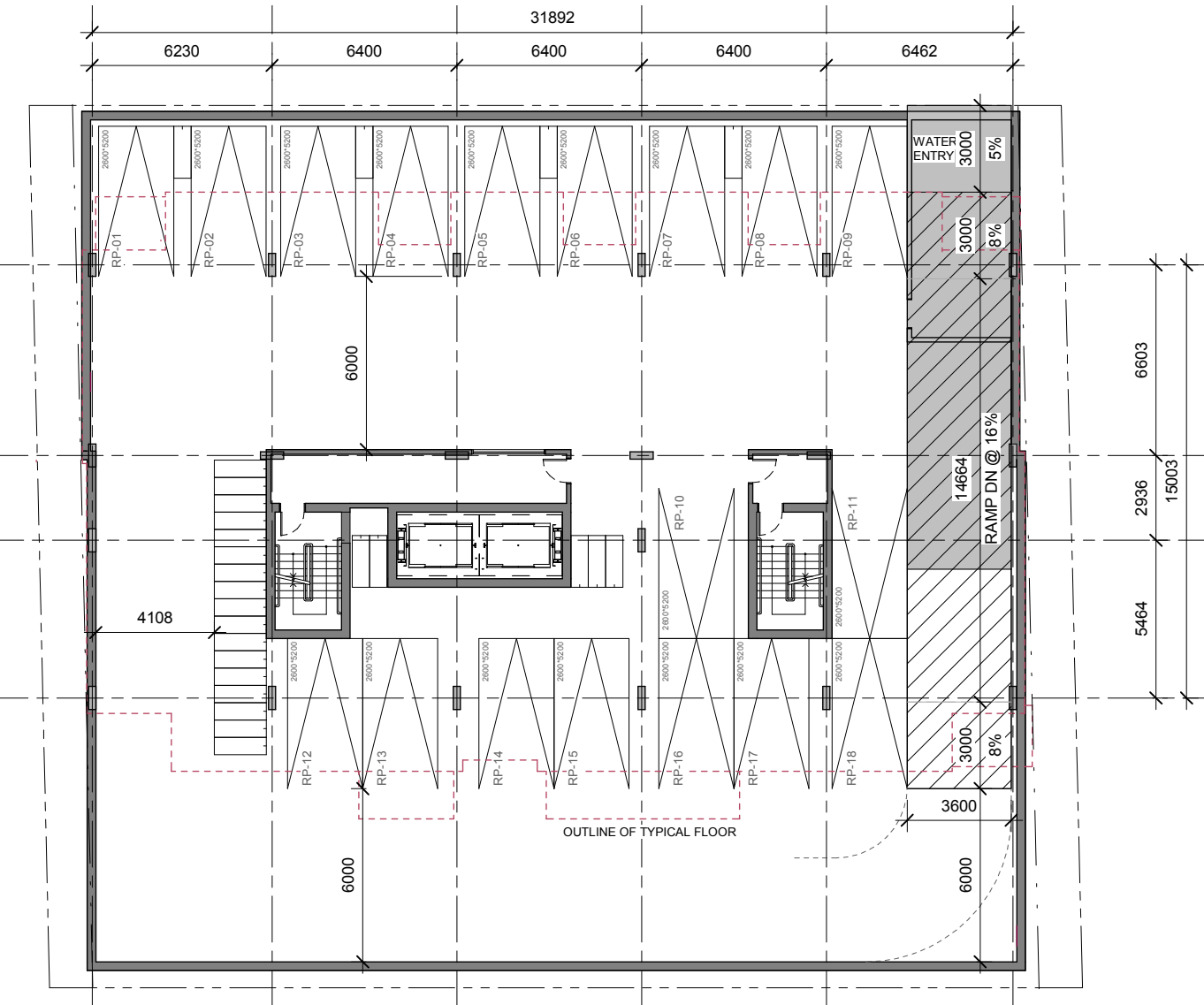
Figure 1.8 Site Plan

2.2 Building Floor Plans

Figure 1.9 to Figure 1.13 showcase the building floor plans.

Basement Floor

Provides 18 car parking spaces and 25 bicycle parking spaces.



NUMBER OF CAR PARKING: 18
NUMBER OF BYCICLE PARKING:24

Figure 1.9 Basement Floor Plan

Ground Floor

- Entrance to residential building lobby
- 3 Residential units (2 one-bedroom and 1 studio)
- 3 multi-purpose amenity rooms
- Storage facilities
- Garbage Room

The eastern part of the building has a vehicular ramp that provides access to parking spaces in the basement.

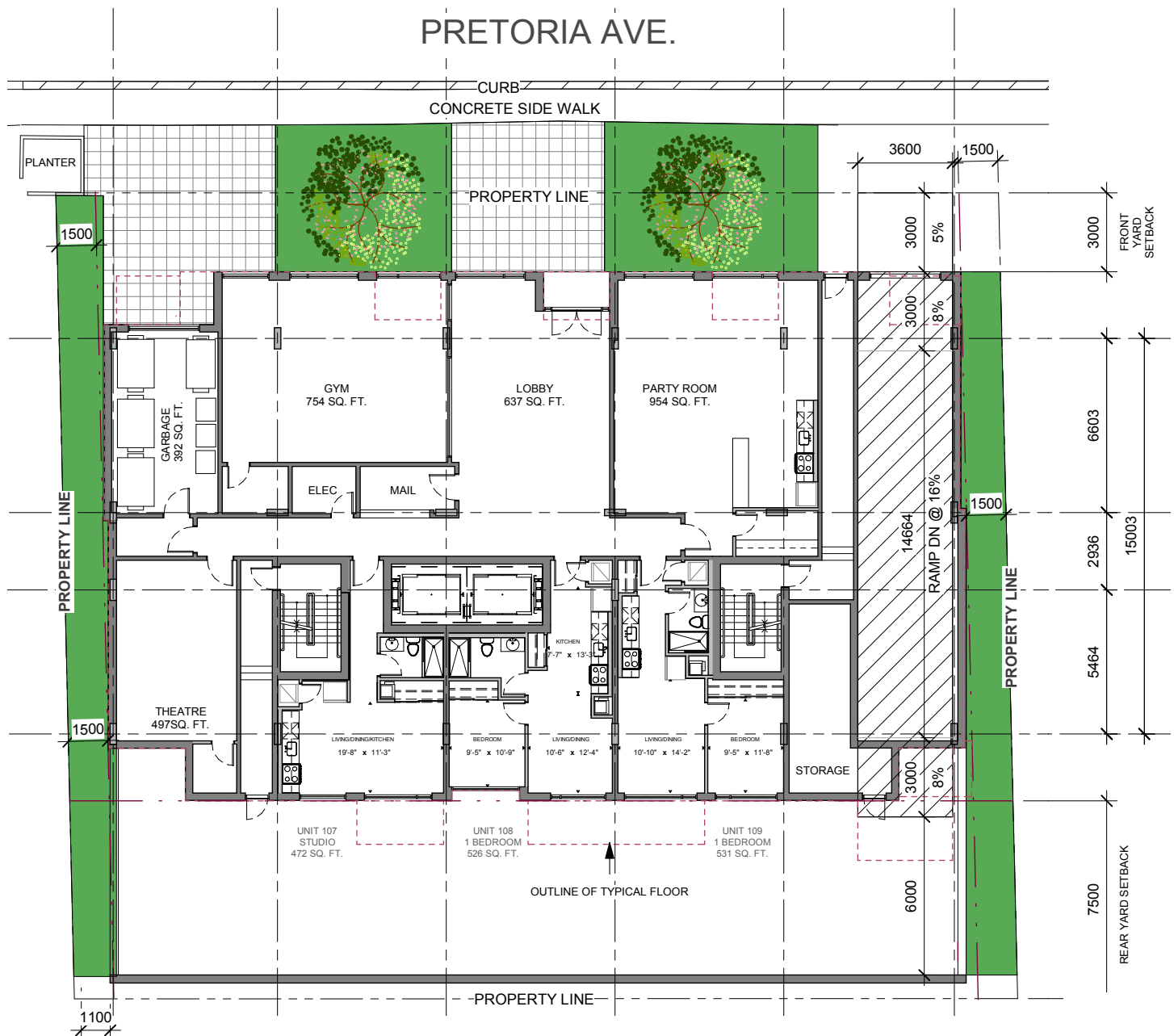


Figure 1.10 Ground Floor Plan

Floors 2-5

Consists of 9 one-bedroom units and 1 studio unit

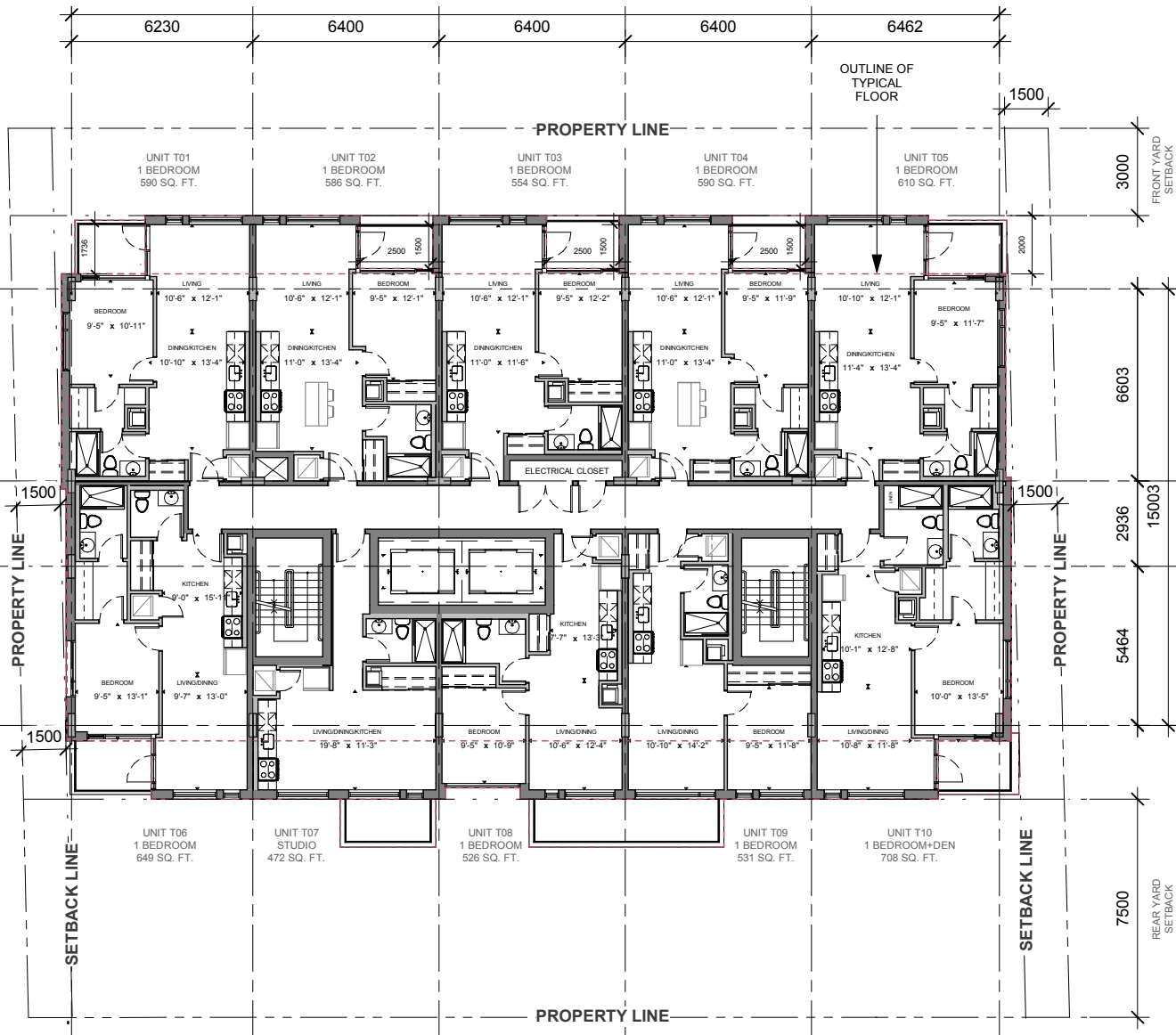


Figure 1.11 Floor 2-5 Plans

6th Floor

Consists of 4 two-bedroom units and 2 one-bedroom units

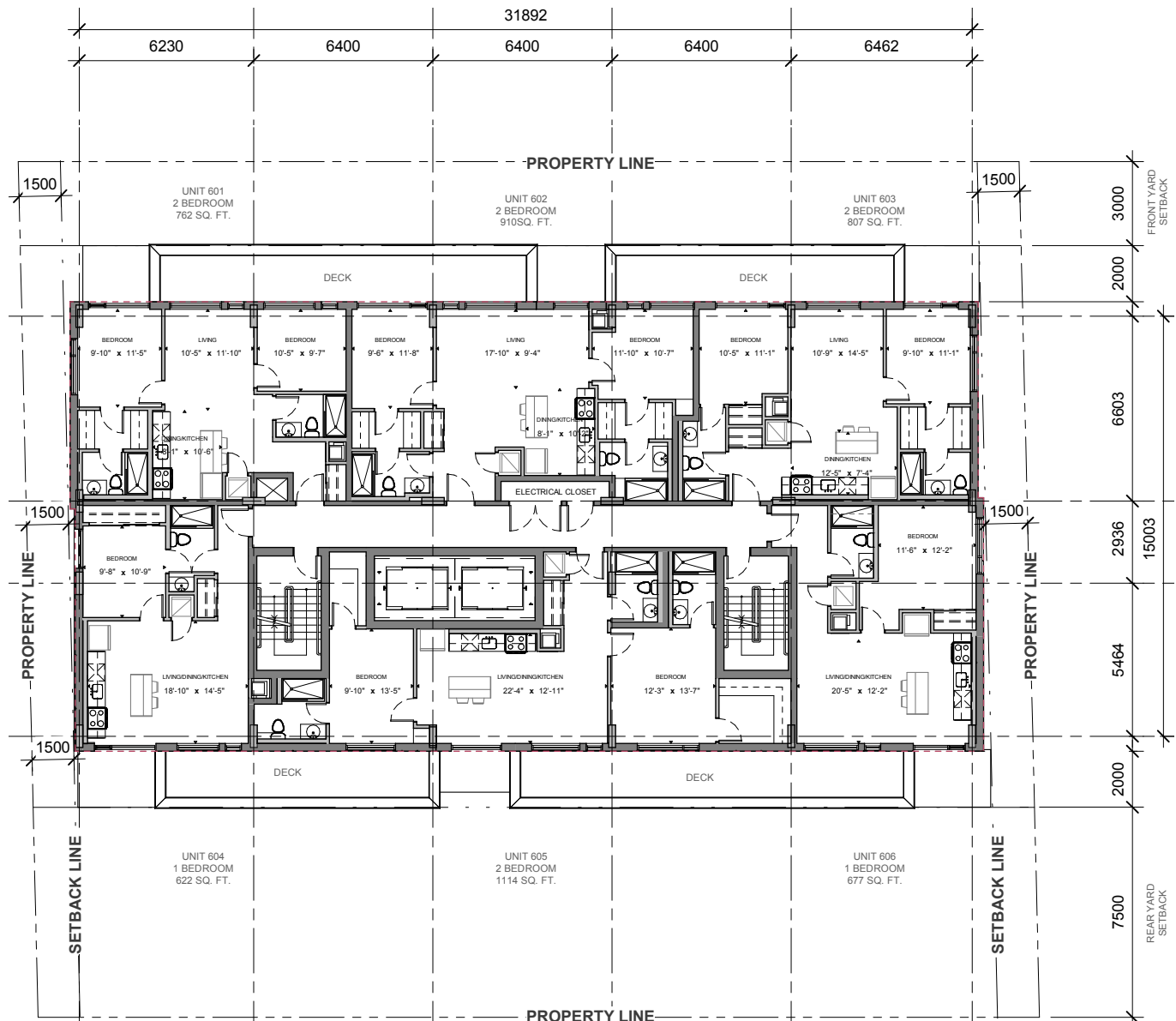


Figure 1.12 6th Floor Plan

Roof

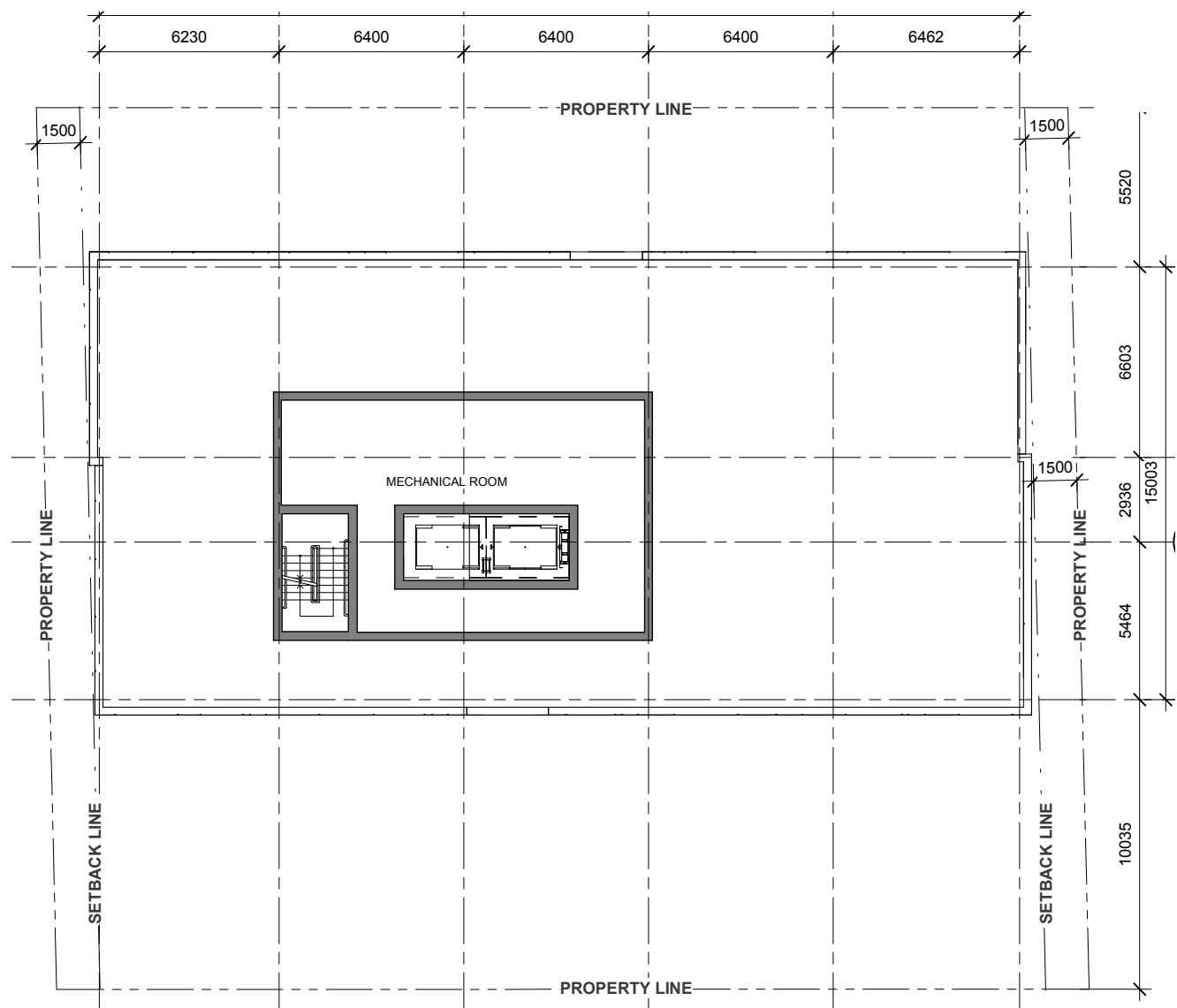


Figure 1.13 Roof Plan

2.3 Building Elevations

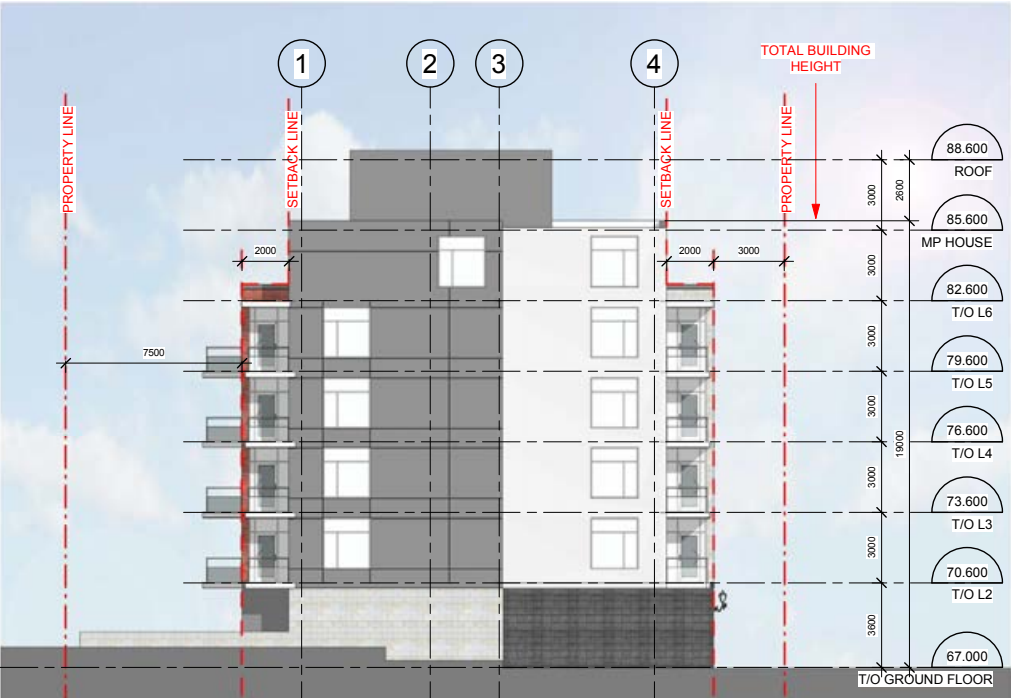
North Elevation



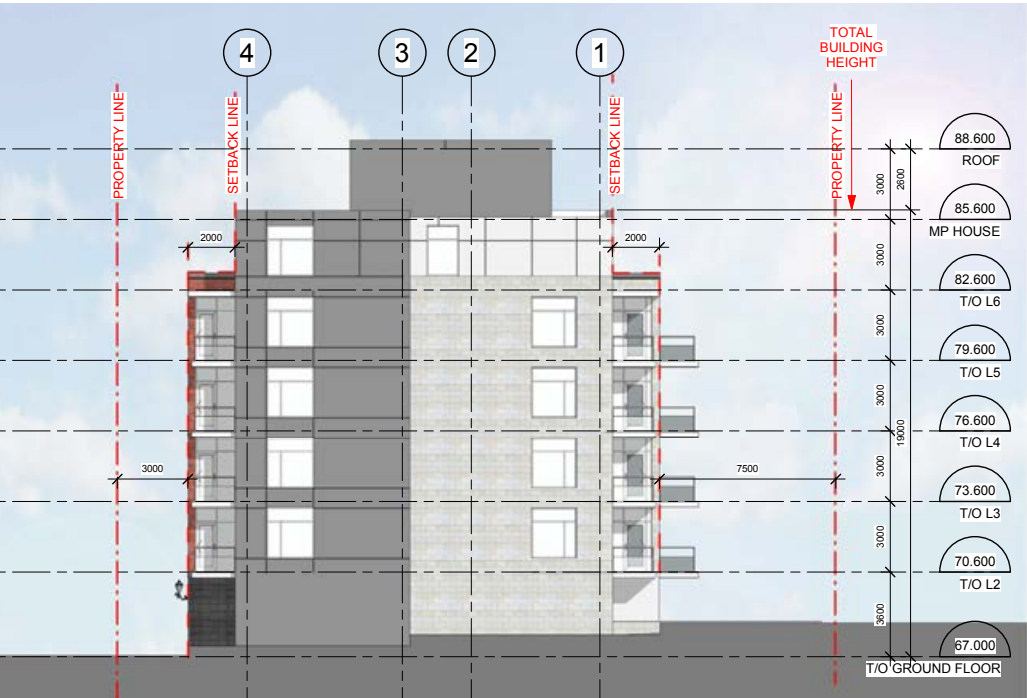
South Elevation



East Elevation



West Elevation



2.4 Building Massing

The design philosophy for the proposed building is to create a balance of contemporary aesthetics and functionality. It's horizontal mass is broken down by building elements on the facade that respond to its internal functions. The distinct vertical 'void' running off-centre (of the front facade) helps achieve the break.

A play of volume is achieved by using elements such as open balconies, punched windows and variation in materials (and colour). The building steps back at the 6th storey to emphasise these volume treatments.

More than 75% of the building facade is covered by window openings and/or balconies further 'lightening' the impact of the building's mass.

These balconies prove to be a functional way of breaking the building's stark form at its corners. Subsequently, the resultant massing ensures a building that creates visual interest on a street consisting of monotonous buildings and blank walls, and a building whose form does not dominate its neighbours.

2.5 Material and Colour

To achieve a contemporary aesthetic that complements the building mass and respects its immediate neighbours, part of the building's facade consists of brick panels. This is contrasted with pre-finished precast panels of grey and dark grey to complement the volume treatment (described in Section 2.4). The 'void' also provides a clear distinction of materiality and colour on the facade - the western part in light grey and the eastern part in red brick.

The facade panels are covered by punched window glazing that cover the majority of the street facing façades. Along with the projecting balconies, this creates a sense of lightness and a transparent relationship with the street.

The overall effect and value achieved through the above design intent, details and materiality creates a contemporary structure that is clear and sensitive in its functionality and purpose of being a residential building.



Figure 1.14 Play of volumes by using projections like balconies, punched windows, materials and colour



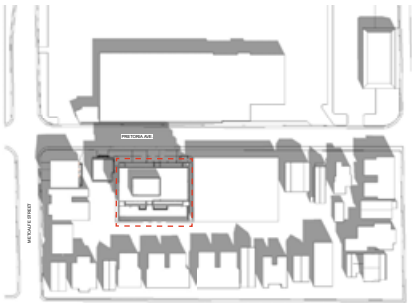
2.6 Shadow Analysis

The following images show the shadow study for the proposed building.

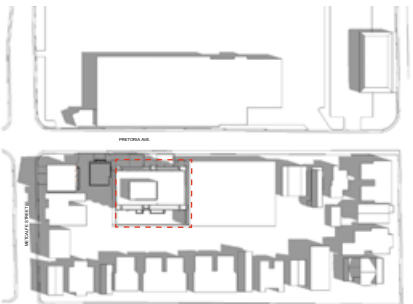
The building's shadow profile does not cause impact on the neighbouring residences given that its immediate western and northern neighbouring buildings are commercial establishments.



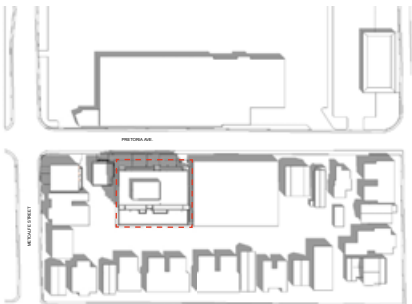
March 21 8am (DST)



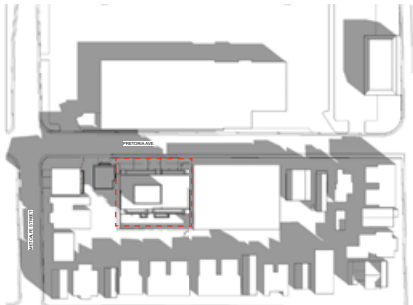
March 21 10am (DST)



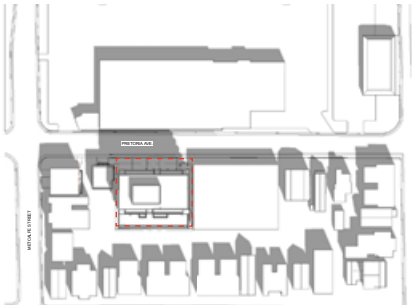
June 21 8am (DST)



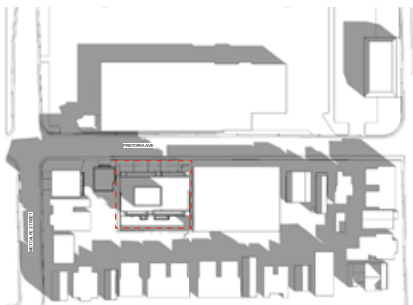
June 21 10am (DST)



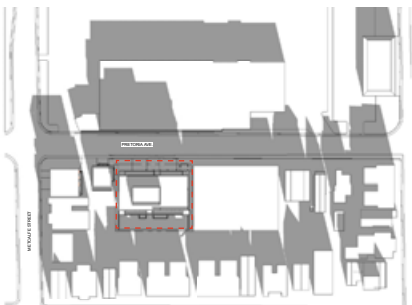
September 21 8am (DST)



September 21 10am (DST)

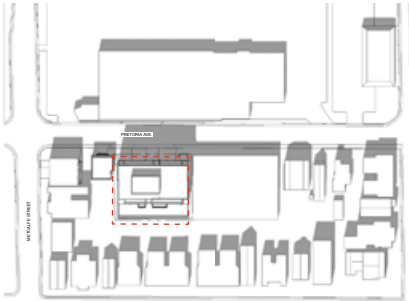


December 21 8am (EST)

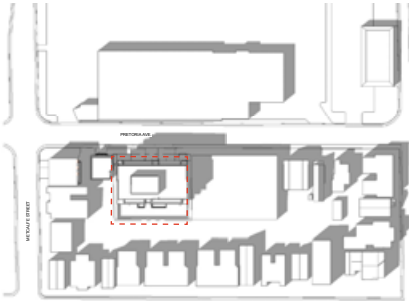


December 21 10am (EST)

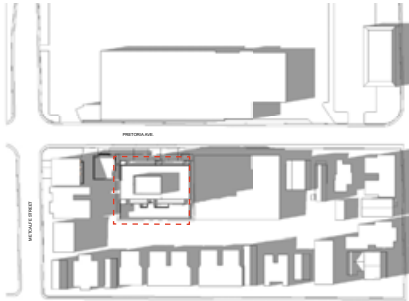




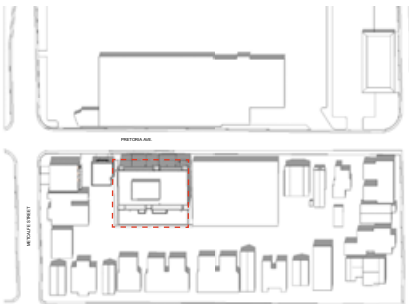
March 21 12pm (DST)



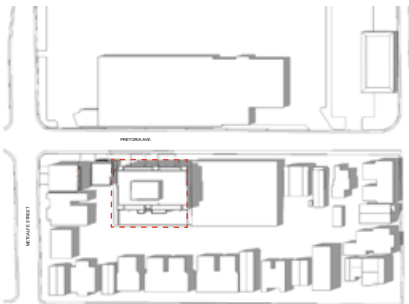
March 21 2pm (DST)



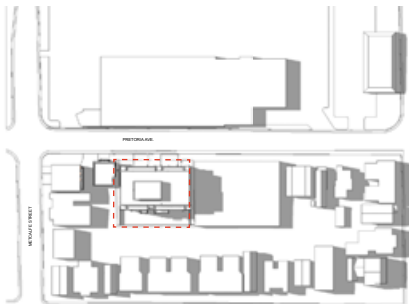
March 21 4pm (DST)



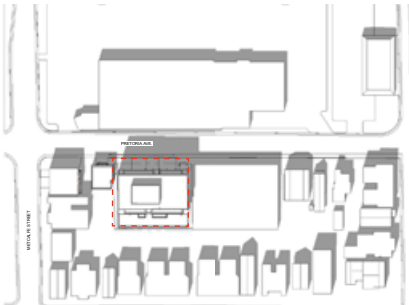
June 21 12pm (DST)



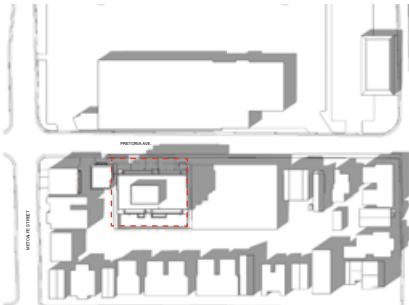
June 21 2pm (DST)



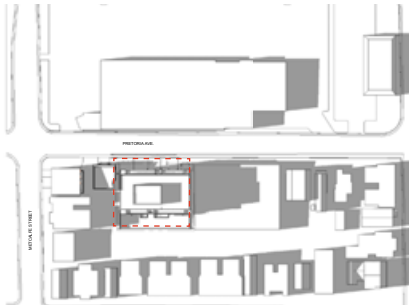
June 21 4pm (DST)



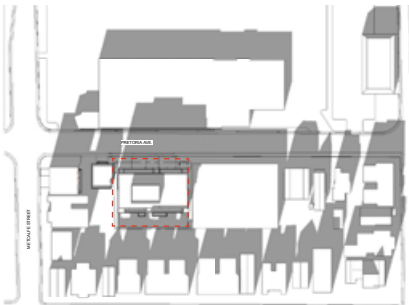
September 21 12pm (DST)



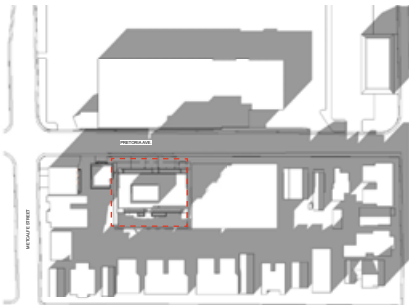
September 21 2pm (DST)



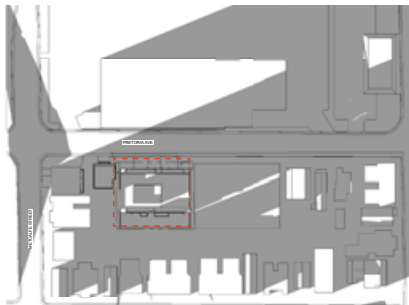
September 21 4pm (DST)



December 21 12pm (EST)



December 21 2pm (EST)



December 21 4pm (EST)

