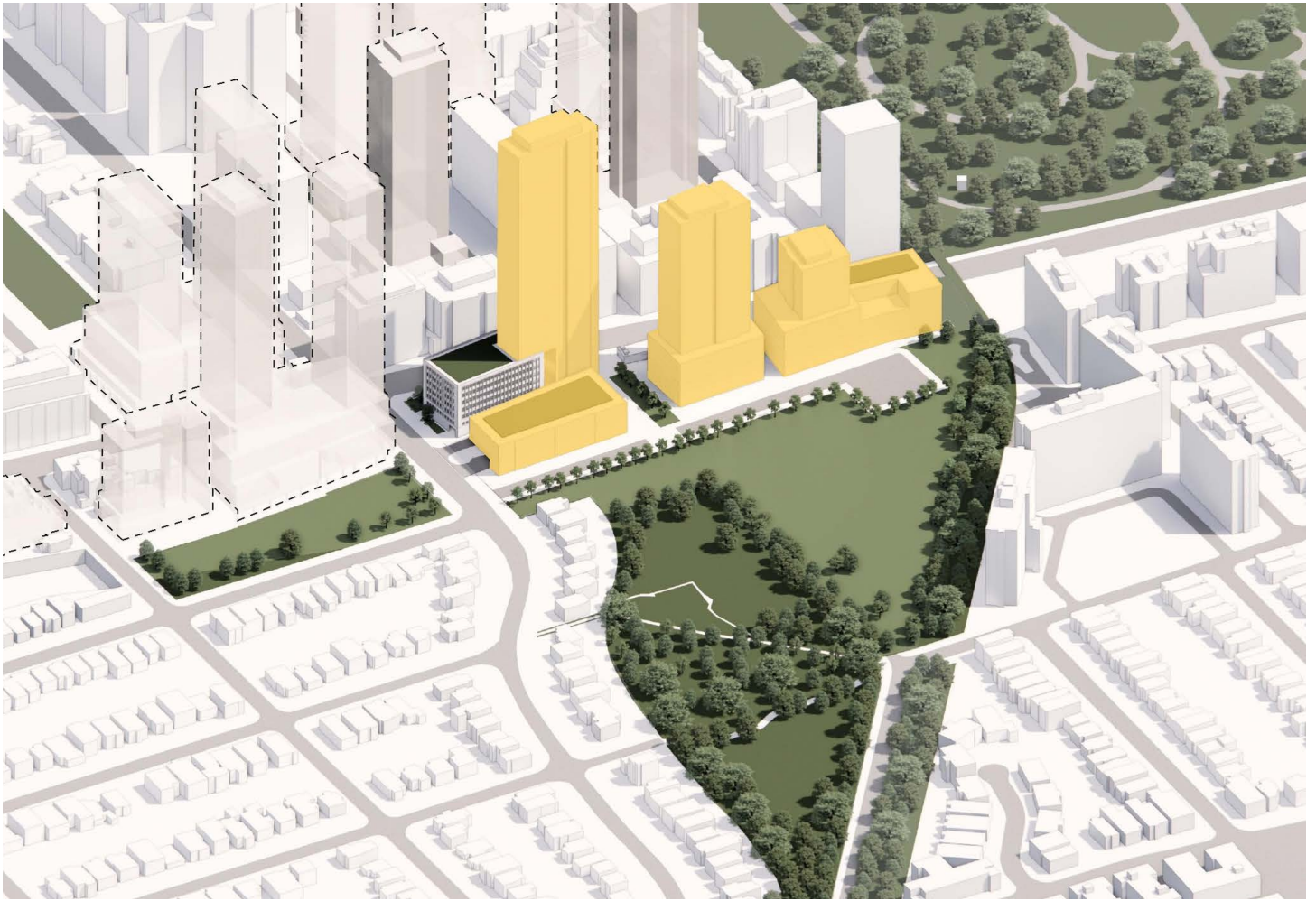


Preliminary Development Concepts Evaluation and Preferred Concept Development

1900 Yonge Street and Davisville Yard

August 2023



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1.0 Introduction

1.1 Purpose

CreateTO and the City of Toronto engaged Zeidler Architecture to lead a study to explore the feasibility of decking the TTC Davisville Yard in conjunction with the redevelopment of 1900 Yonge Street and the McBrien Building.

Three preliminary development concepts for the McBrien Building and Davisville Yard were developed that were informed by policies from the Yonge-Eglinton Secondary Plan, overall Vision and Guiding Principles, Heritage Assessments, findings from the Strengths, Opportunities and Constraints Analysis and understanding future and current TTC operational requirements. The Project Team along with CreateTO and the City of Toronto established criteria and a method for evaluating the preliminary development concepts. This evaluation, coupled with feedback from public consultation, helped determine a preferred concept for the development.

This report summarises the three preliminary development concepts and explains the evaluation criteria established to arrive at the preferred concept for the McBrien Site and Davisville Yard.



Image 1. 1900 Yonge and Davisville Yard

Image Credit: Zeidler Architecture

2.0 Preliminary Development Concepts & Evaluation Criteria

2.1 1900 Yonge Site - Preliminary Development Options

After studying the Strengths, Opportunities and Constraints for the development of the 1900 Yonge Site, the Project Team proposed three preliminary development concepts. The Team designed these concepts based on the overall Vision and Guiding Principles for the Site.

2.1.1 Option 01

The proposed development concept in this option is a 30-45 storey residential tower built directly over the McBrien Building. In this option the existing bus loop to the south of McBrien Building will not have any new structure over it. This proposal preserves views of the existing McBrien Building on all four sides. The residential tower proposed over the McBrien Building will focus density at the Yonge and Chaplin Crescent intersection. This proposal would have the most structural impact on the existing McBrien Building.

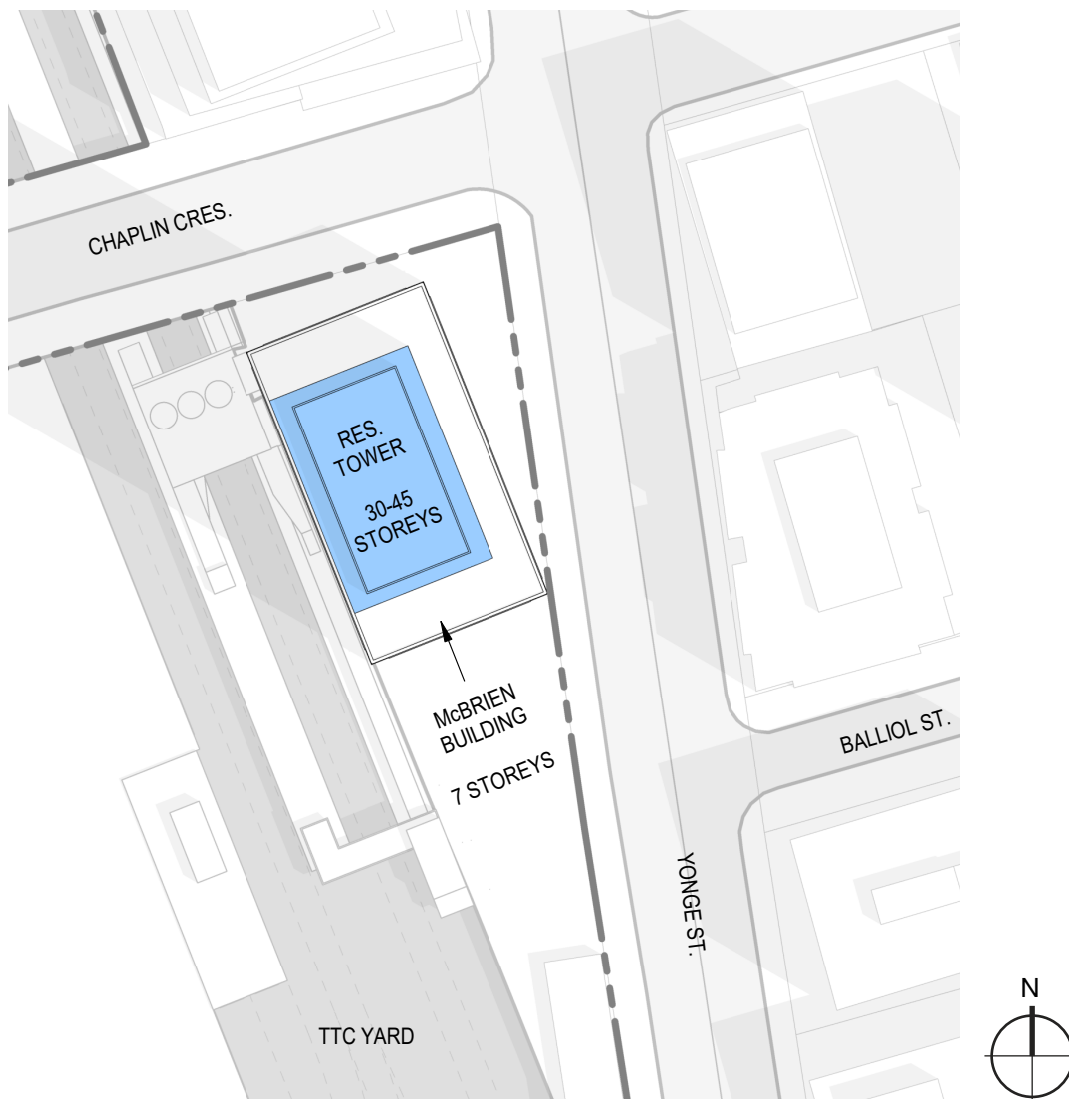


Figure 1. 1900 Yonge- Preliminary Development Concept 01

2.0 Preliminary Development Concepts & Evaluation Criteria

2.1.2 Option 02 (Preferred Option)

This proposal has a 30-45 storey residential tower partially built over the McBrien Building, with rest of the structure built to the south that currently houses the TTC bus loop. For this option, the existing bus loop may need to be relocated. Additional studies will be undertaken in Stage 2 of the feasibility study. This proposal preserves views of the existing McBrien Building on all four sides. As the 1900 Yonge Site narrows down to the south, it allows for the massing of the residential tower to be oriented in a way that preserves views of the McBrien Building. For the resulting density in this concept, the space required for amenities can be achieved by using the roof of the existing McBrien Building. This proposal will also require the least structural impact on the McBrien Building compared to other options. In this option, the location of the tower pulls the density away from the Chaplin Crescent and Yonge intersection.

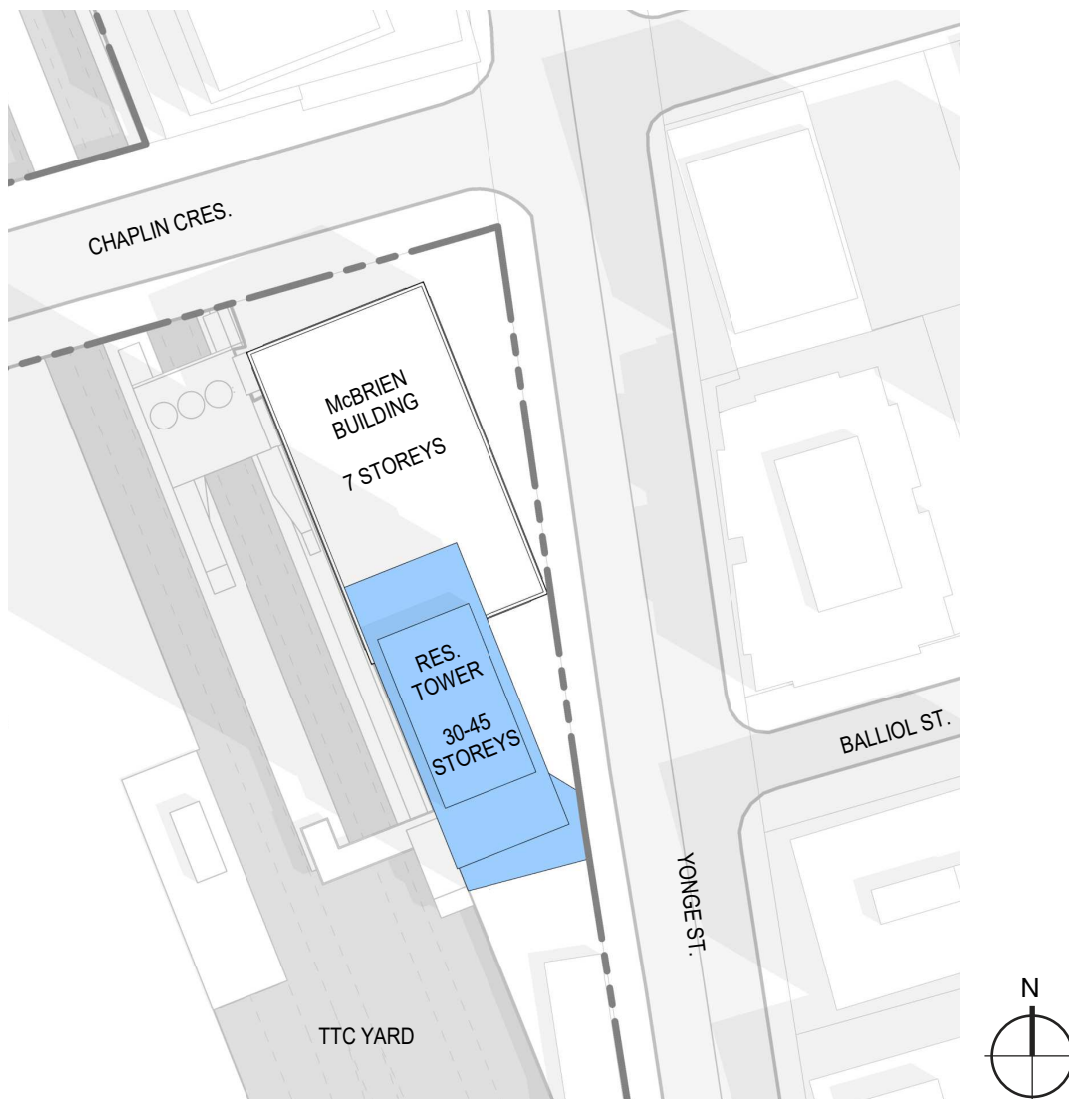


Figure 2. 1900 Yonge- Preliminary Development Concept 02 (Preferred Option)

2.0 Preliminary Development Concepts & Evaluation Criteria

2.1.3 Option 03

This option has two 30-45 storey residential towers proposed on the 1900 Yonge Site with higher density compared to the other options. One of the 2 towers is proposed to be partially built over the McBrien Building with the rest partially over the Davisville subway station platform. The construction of this tower would depend on the completion of the decking over the Davisville Yard. The second tower is proposed to the south of the McBrien Building over the bus loop. Both of the towers are oriented with the longer sides along the east-west direction to achieve the required tower separation distances. The orientation and location of the proposed development preserve views of the existing McBrien Building from all 4 sides.

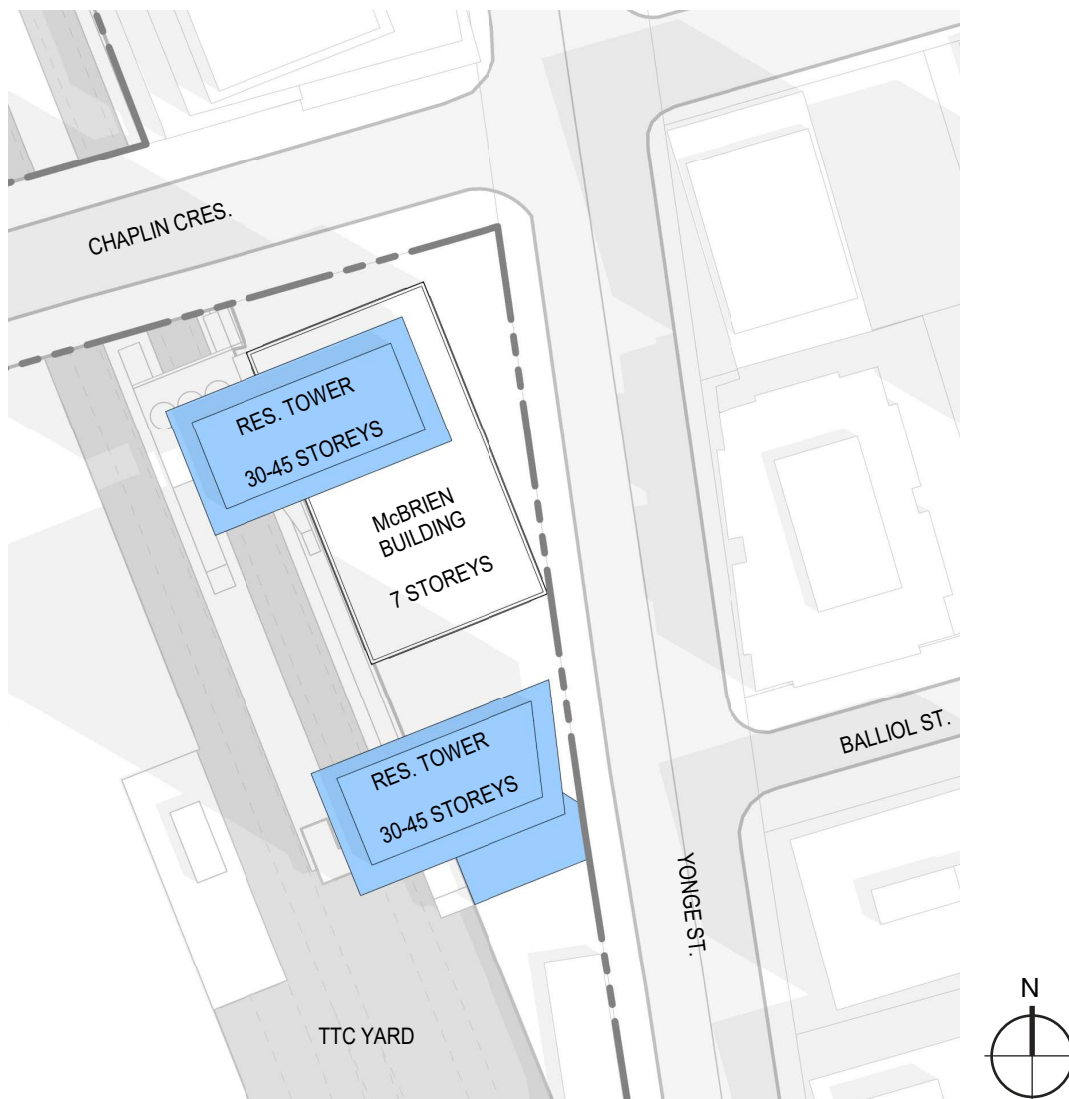


Figure 3. 1900 Yonge- Preliminary Development Concept 03

2.0 Preliminary Development Concepts & Evaluation Criteria

2.2 1900 Yonge Site - Evaluation Criteria

2.2.1 Evaluation Criteria - Priorities

The evaluation criteria for the 1900 Yonge Site were established based on a set of priorities derived from the Vision and Guiding Principles for the development. The success of the preliminary development concepts were based on priorities as listed below:

Heritage Conservation:

- Proposal conserves and reflects materiality of the McBrien Building through the use of similar material and podium heights for adjacent developments
- Development provides appropriate setbacks and stepbacks from the façade of the McBrien Building to preserve its three-dimensional integrity
- Development preserves views to all sides of the building from adjacent neighbourhoods

Public realm:

- Proposed development creates an urban square at Yonge and Davisville to act as a gateway to the Davisville Core Character Area
- Proposal improves pedestrian safety and provides space for seating and gathering
- Proposed development provides thoughtful integration at grade of commercial and community spaces to activate west side of Yonge Street

Improved Transit Access

- Development provides a new and prominent civic entrance for Davisville subway station
- Proposal improves access to bus and subway systems
- Proposal celebrates the history of Davisville subway station while establishing it as a current and future transit hub for the Midtown area

Residential Development

- Proposal provides residential development on site in proximity to transit
- Proposal conforms to Yonge-Eglinton Secondary Plan by directing density towards the intersection of Yonge Street and Davisville Avenue

Mix of Affordable and Market Rental Housing

- Residential development on site contains an appropriate mix of market and affordable rental housing
- Development's affordable housing targets are above minimum requirements

2.0 Preliminary Development Concepts & Evaluation Criteria

Increase employment opportunities

- Proposed development conforms to Yonge-Eglinton Secondary Plan by providing 100% office replacement on-site (which may include Davisville Yard)
- Proposal has an appropriate mix of employment spaces, retail, incubator and community spaces to support a prosperous local economy centered around Davisville station transit hub
- Proposal does not include single-use residential buildings on the 1900 Yonge Site

Maintain critical TTC Infrastructure

- Proposed development does not affect/interrupt functioning of substations during and after construction
- Proposal provides continued public access to Davisville subway station (Line 1)
- Proposed development maintains direct connection from bus loop to subway station

2.0 Preliminary Development Concepts & Evaluation Criteria

2.2.2 Evaluation Criteria - Summary

The evaluation criteria was designed as a score based calculation with priority weighting assigned to each principle. Based on the evaluation criteria detailed above (Section 2.2.1), Option 02 (Section 2.1.2) for the development of 1900 Yonge Site with the 30-45 storey residential tower partially built over the McBrien Building and partially over the bus loop to the south of the McBrien Building, scored the highest and is chosen as the preferred option concept for 1900 Yonge Site.

Guiding Principle	Option 01	Option 02	Option 03
Heritage Conservation			
Public Realm			
Improved transit access			
Residential development			
Mix of affordable and market rental housing			
Increase employment opportunities			
Maintain Critical TTC Infrastructure			
	86%	91%	77%

Figure 4. Evaluation Criteria Summary
McBrien Building

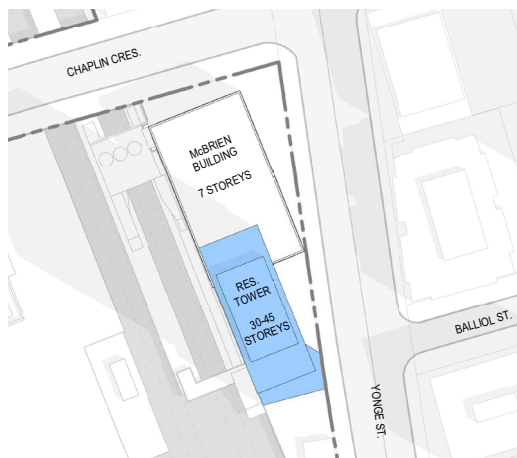


Figure 5. Preferred Development Concept for 1900 Yonge Site

2.0 Preliminary Development Concepts & Evaluation Criteria

2.3 Davisville Yard - Development Options

After studying the Strengths, Opportunities and Constraints for the decking feasibility of Davisville Yard, three preliminary development concepts were proposed. These concepts were designed based on the overall Vision and Guiding Principles for the Site.

2.3.1 Option 01 - Distinct Parks

This option proposes a distinct 1 hectare signature park along Yonge Street and parkland to the north of Chaplin Crescent over the TTC trench. Towards the south-west portion of Davisville Yard, 8-12 storey mixed use residential buildings were proposed. The residential buildings would be flanked by Oriole Park to the north, Beltline Trail to the south west and proposed signature park to the east. The shadow of these buildings would have a significant impact on Oriole Park, the Beltline Trail and the new signature park. Access to the residential buildings will need to be through Frobisher Avenue/ Lascelles Boulevard or with a possible connection through Chaplin Crescent.



Figure 6. Davisville Yard - Preliminary Development Concept Option 01

2.0 Preliminary Development Concepts & Evaluation Criteria

2.3.2 Option 02 - Oriole Park Complemented

Option 02 for the decking of Davisville Yard has the 1 hectare signature park proposed along Yonge Street spanning across the Yard to connect to Oriole Park, and parkland to the north of Chaplin Crescent over the TTC trench. The signature park in this proposal would share boundaries with the residential buildings proposed to the south of the site along the Beltline Trail spanning from Oriole Park to Yonge Street. Pedestrian access to the proposed signature park from the Beltline Trail would need to be through the residential buildings. The shadow of these buildings will have a significant impact on Oriole Park, the Beltline Trail and new signature park. Access to the residential buildings will need to be through Frobisher Avenue/ Lascelles Boulevard or with a possible connection through Chaplin Crescent.

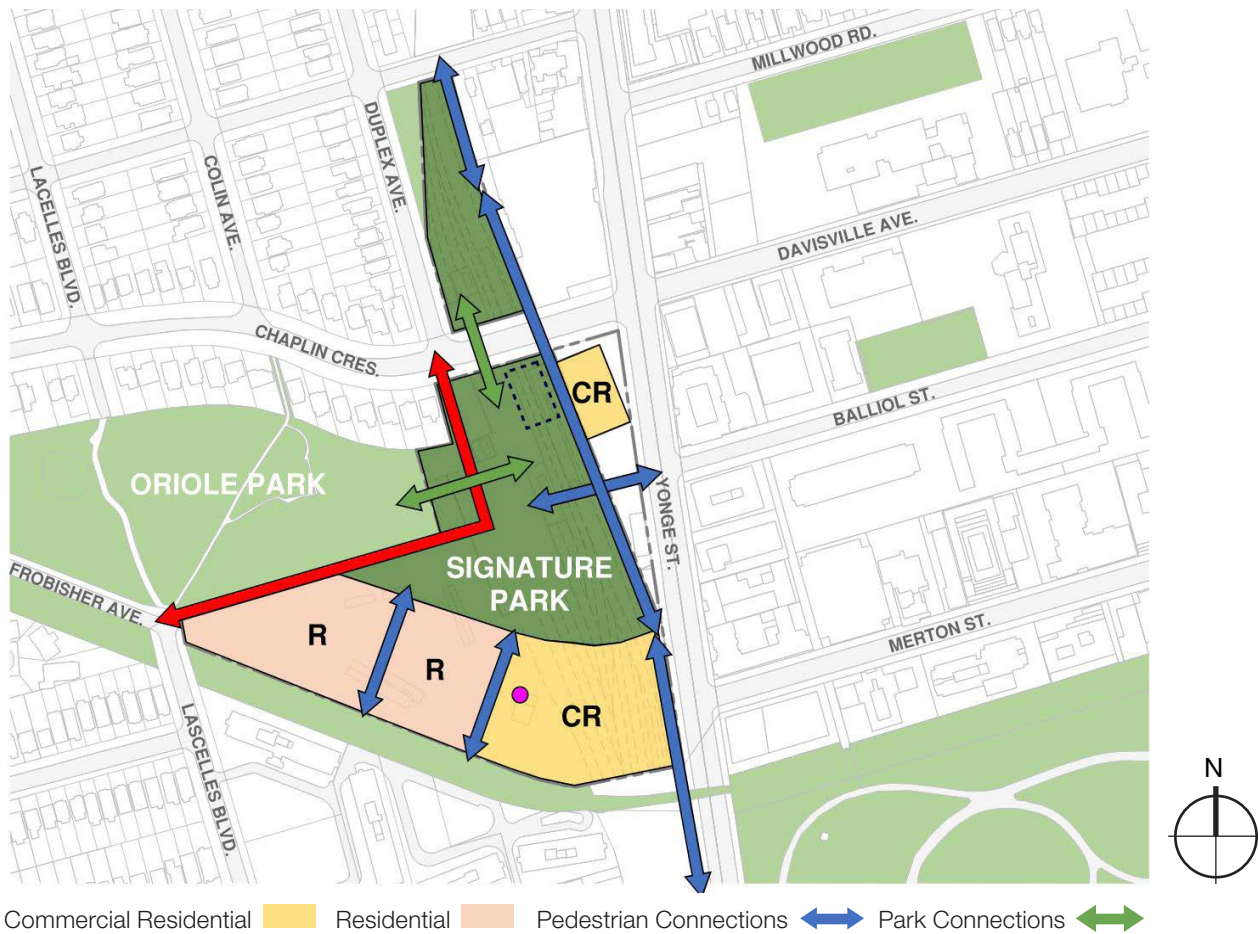


Figure 7. Davisville Yard - Preliminary Development Concept Option 02

2.0 Preliminary Development Concepts & Evaluation Criteria

2.3.3 Option 03 - Beltline Trail Expanded - Preferred Option

Option 03 for the decking of Davisville Yard has a larger than 1 hectare Signature Park proposed in the southwestern portion of the yard sharing boundaries with Oriole Park and the Beltline Trail. A pedestrian path south of the 1900 Yonge Site connects the proposed park to Yonge Street. Residential buildings are planned along Yonge Street with a service and access road for the towers from Chaplin Crescent and Yonge Street. Having the residential buildings concentrated along Yonge Street allows for seamless connections between the proposed signature park to Oriole Park and the Beltline Trail.

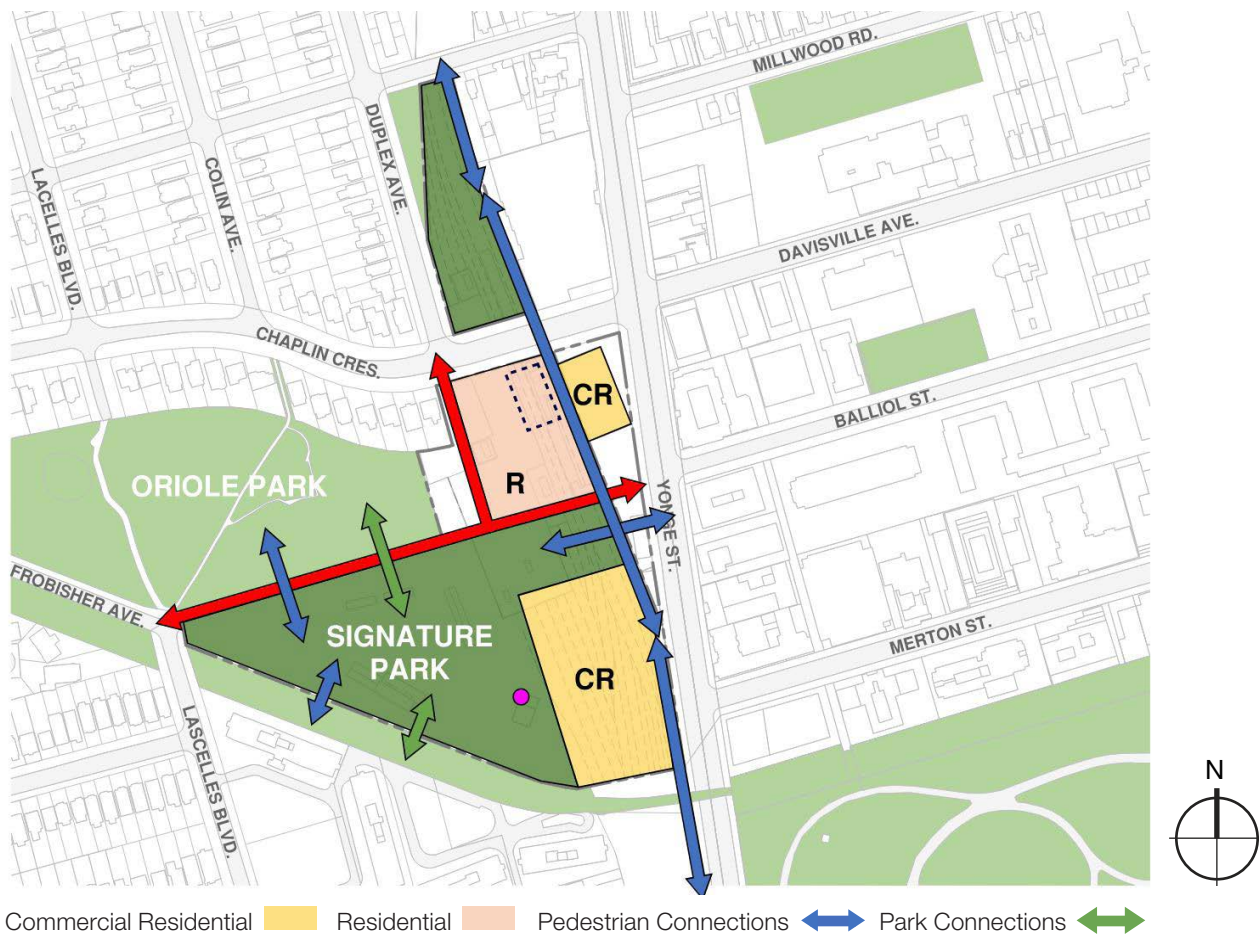


Figure 8. Davisville Yard - Preliminary Development Concept Option 03 (Preferred Option)

2.0 Preliminary Development Concepts & Evaluation Criteria

2.4 Davisville Yard - Evaluation Criteria

2.4.1 Evaluation Criteria - Priorities

The Evaluation Criteria for the decking feasibility of Davisville Yard were established based on a set of priorities derived from the vision and guiding principles for the project. The success of the preliminary development concepts were based on priorities as listed below:

Signature Park in Midtown:

- Signature Park is minimum 1 Hectare
- Signature Park exceeds 1 Hectare
- Signature Park provides a range of passive and active programming
- Signature Park is accessible from Yonge Street
- Signature Park provides a connection to Oriole Park

Site Connectivity and Accessibility:

- Decking concept creates new pedestrian and cycling connections to and through the site while connecting east and west neighbourhoods
- Decking concept establishes a connection to a future linear park along the subway trench to the north
- Decking concept provides appropriate and accessible transitions at all connection points across the site
- Enhances and expands Yonge Street Public Realm
- Decking seamlessly connects to Oriole Park
- Decking concept provides connections to Yonge Street and the Davisville Community

Public Realm:

- Built form appropriately frames existing and future public realm elements like parks and squares.
- Development on the site limits the impact of new shadows on adjacent neighbourhoods and parks
- Project can be phased to limit the impact of decking and development on transit and accessibility

Creative Placemaking

- Decking concept interprets heritage via creative placemaking, public art and signage, and experientially through landscape design
- Integrates well with McBrien Building and celebrates its heritage
- Decking concept implements strategies that turn grading challenges into opportunities for site-specific experiences

2.0 Preliminary Development Concepts & Evaluation Criteria

Sustainable and green infrastructure

- Decking concept employs design excellence and high-quality material and technologies
- Minimizing decking area to reduce construction materials
- Decking concept incorporates innovative stormwater strategies and waterproofing
- Decking concept includes an investment in high-quality native plants

Opportunities for mixed use development

- Decking concept provides opportunities for housing where appropriate on the Davisville Yard site
- Decking concept provides for a range of housing forms and unit types
- Decking concept provides for non-residential uses where appropriate, including community services and facilities

Integrated and Improved TTC Access

- Decking concept integrates and supports the expansion of TTC operations
- Decking concept ensures continued functionality of maintenance facilities throughout and after construction
- Decking concept consolidates parking (maintenance and commercial) below the decking proposal
- Decking concept consolidates office and maintenance buildings into new purpose-built facilities below, or contained within, the deck itself

Offset Decking Costs with Development

- Decking concept provides opportunities for development and density across the site to balance the overall costs of construction of a signature park and decking

2.0 Preliminary Development Concepts & Evaluation Criteria

2.4.2 Evaluation Criteria - Summary

The method for evaluating the concepts was designed as a score based system with priority weighting assigned to each principle. Based on the evaluation criteria detailed above (Section 2.4.), Option 03 (Section 2.3.3) for the decking of the Davisville Yard scored the highest and is chosen as the preferred concept for the decking of Davisville Yard.

Guiding Principle	Option 01	Option 02	Option 03
Signature park in Midtown			
Site connectivity and accessibility			
Public Realm			
Creative Placemaking			
Sustainable and green infrastructure			
Opportunities for mixed use development			
Integrated and improved TTC access			
Offset decking costs with development			
	77%	74%	91%

Figure 9. Evaluation Criteria Summary
Davisville Yard

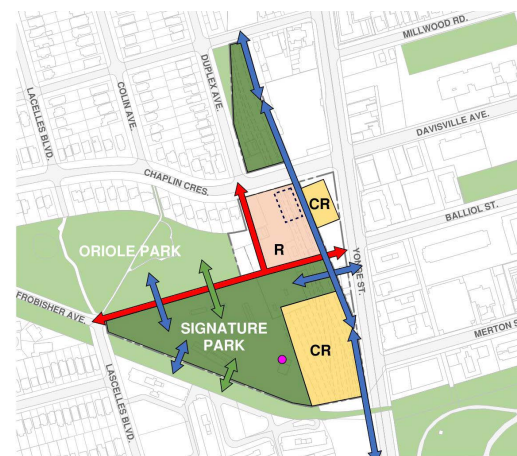


Figure 10. Preferred Development Concept for Davisville Yard

3.0 Preferred Concept for 1900 Yonge Site and Davisville Yard

3.1 Preferred Concept - Description

The preferred option for the development of 1900 Yonge Site and Davisville Yard has a larger than 1 hectare signature park proposed to the west of the Yard that connects to Oriole Park and the Beltline trail. Parkland is proposed to the north of Chaplin Crescent over the existing TTC trench. The existing bus loop on the 1900 Yonge Site is proposed to be relocated to the west of the McBrien Building and a community space is proposed over the relocated bus loop. Additional studies on the relocation of the bus loop will be undertaken in the Stage 2 feasibility study. The 30-45 storey tower would be built partially over the south end of the McBrien Building. The tall and mid rise development on the Davisville Yard is proposed to the east of the Yard fronting Yonge Street. A pedestrian street connecting Yonge Street to the proposed signature park and Oriole Park is proposed south of the 1900 Yonge Site. A service and access road is proposed from Chaplin Crescent to the proposed development on Davisville Yard.

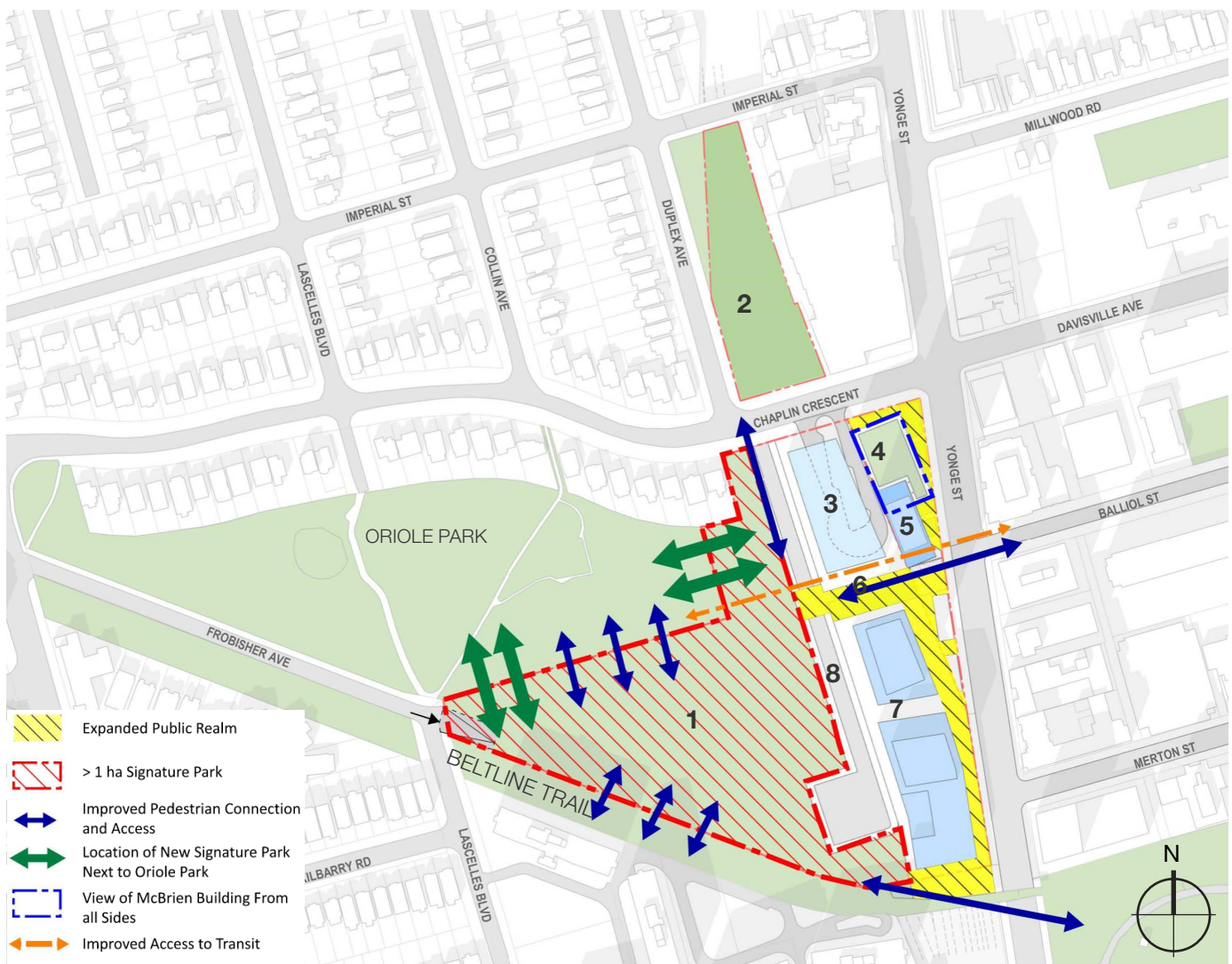


1. >1 Hectare new Signature Park 2. Parkland 3. Community space over bus loop 4. McBrien Building
5. 1900 Yonge Development 6. Pedestrian Access 7. Tall and Mid Rise Development 8. Service and Access Road
Figure 11. Preferred Concept Development - 1900 Yonge and Davisville Yard

3.0 Preferred Concept for 1900 Yonge Site and Davisville Yard

3.2 Preferred Concept - Benefits

The preferred option for the development of the 1900 Yonge Site and Davisville Yard provides opportunities to expand the public realm along Yonge Street. The proposed signature park, larger than 1 hectare in area, is appropriately located next to Oriole Park providing seamless connections between the two. This option also improves pedestrian connections between the Beltline Trail, Yonge Street, and access to transit.



1. >1 Hectare new Signature Park 2. Parkland 3. Community space over bus loop 4. McBrien Building
 5. 1900 Yonge Development 6. Pedestrian Access 7. Tall and Mid Rise Development 8. Service and Access Road

Figure 12. Benefits of Preferred Concept Development - 1900 Yonge and Davisville Yard

3.0 Preferred Concept for 1900 Yonge Site and Davisville Yard

3.3 Preferred Option - Aerial Views

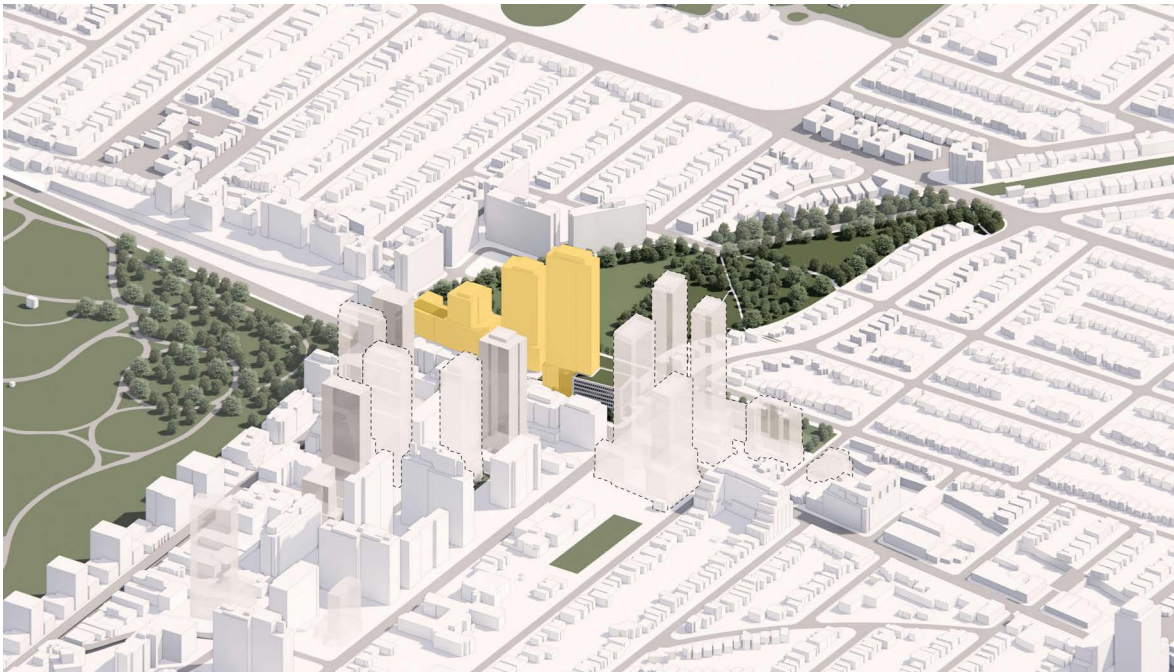


Figure 13. Preferred Concept Development - Aerial View looking south-west



Figure 14. Preferred Concept Development - Aerial View looking south-east

Approved Development  Development Under Review  Preferred Development Option 

3.0 Preferred Concept for 1900 Yonge Site and Davisville Yard

3.3 Preferred Option - Aerial Views

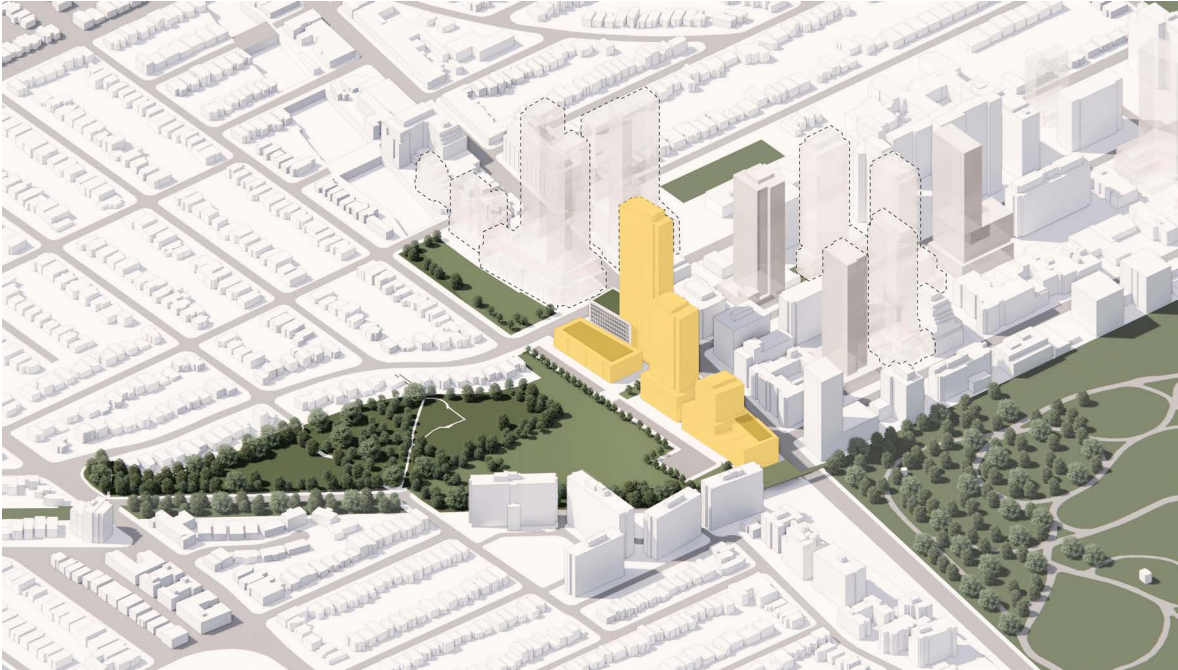


Figure 15. Preferred Concept Development - Aerial View looking north-east

Approved Development Development Under Review Preferred Development Option

3.0 Preferred Concept for 1900 Yonge Site and Davisville Yard

3.4 Preferred Option - Shadow Studies

A shadow study analysis was generated for the preferred option for 1900 Yonge Site and Davisville Yard for the dates March 21 and September 21 from 09:18 am to 06:18 pm. The studies show that there are no shadows cast by the proposed development on the Davisville School site. There also are no significant shadows from the proposed option on Oriole Park or the proposed new signature park. Post 4:00 pm the shadows of the proposed development blend with the shadows of the existing buildings around.

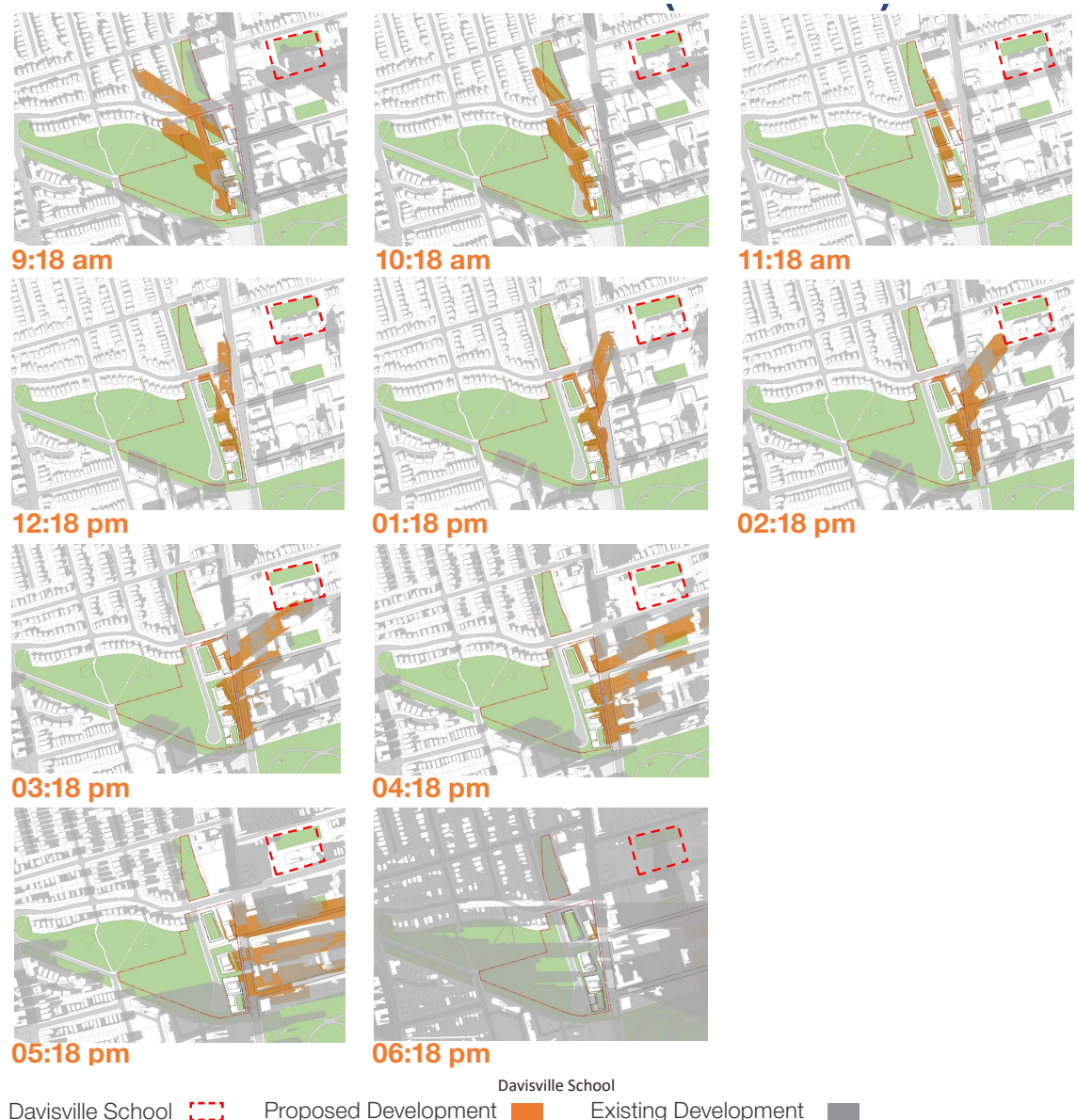


Figure 16. Shadow Study of Preferred Option - March 21 (09:18 am to 06:18 pm)

3.0 Preferred Concept for 1900 Yonge Site and Davisville Yard

3.4 Preferred Option - Shadow Studies

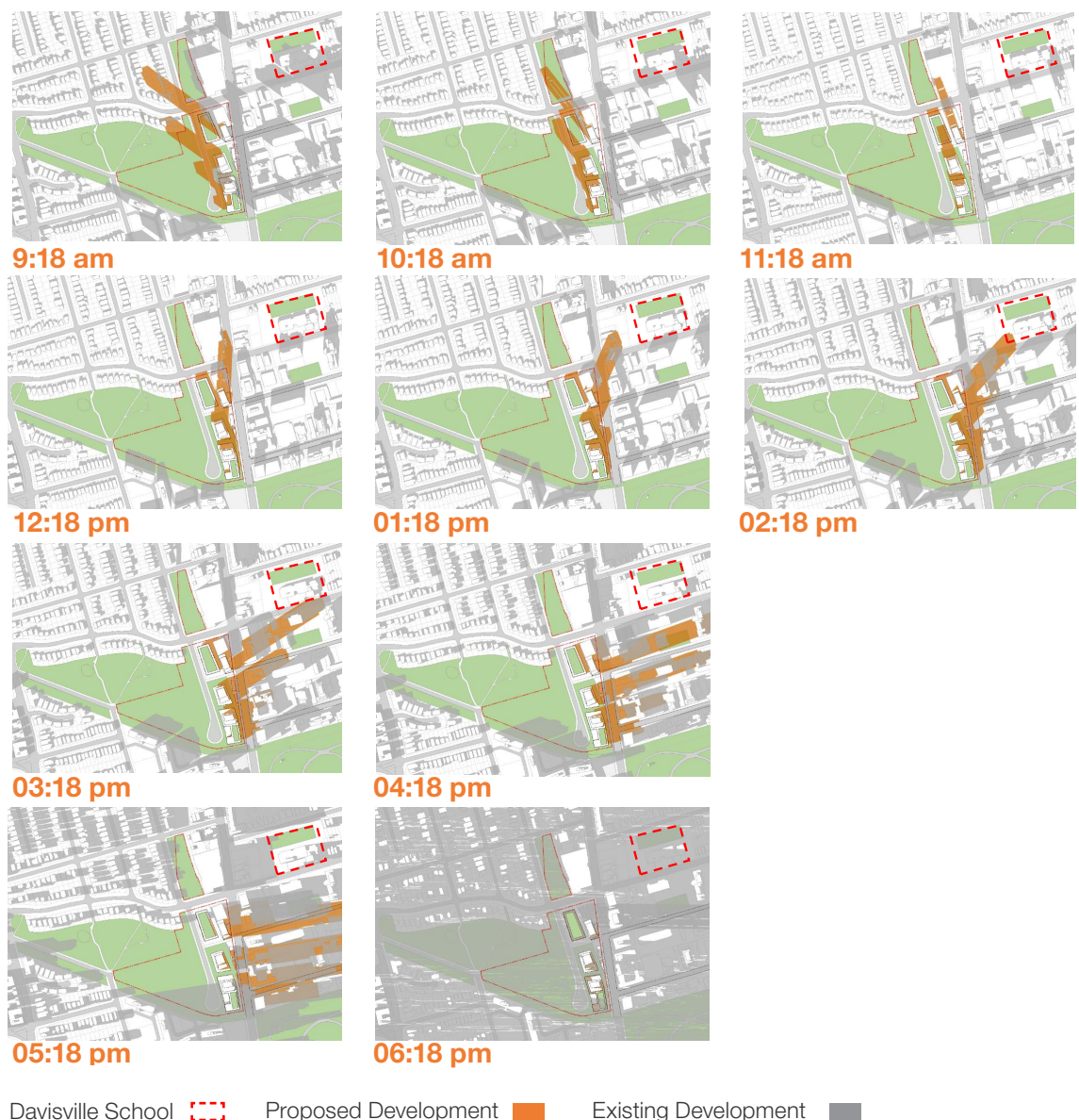


Figure 17. Shadow Study of Preferred Option - September 21 (09:18 am to 06:18 pm)

3.0 Preferred Concept for 1900 Yonge Site and Davisville Yard

3.5 Preferred Option - Street Views

3.5.1 Street View - Looking at Davisville Square and Yonge Street

Street views of the preferred option from the Yonge and Davisville intersection show the opportunities for the Davisville Square to be transformed into an urban plaza, with landscape and hardscape details that activate the space. This can provide space for community activities, pedestrian circulation and serve as a new civic entrance to the Davisville transit station. This space will be detailed with landscape elements, lighting, seating and public art as detailed in the Midtown Public Realm Implementation Strategy.

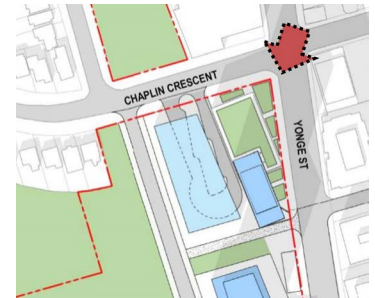


Figure 18. Key Plan for Street View



Figure 19. Street View Looking at Davisville Square and Yonge Street

3.0 Preferred Concept for 1900 Yonge Site and Davisville Yard

3.5 Preferred Option - Street Views

3.5.2 Street View looking west towards the Park

The preferred option will provide generous views of the new signature park from Yonge Street through the proposed pedestrian access south of the 1900 Yonge Site. Landscape detailing along this path with lighting and seating will enrich this space as a pedestrian friendly entrance to the new proposed park and Oriole Park.



Figure 20. Key Plan for Street View



Figure 21. Street View Looking West towards the Park

3.0 Preferred Concept for 1900 Yonge Site and Davisville Yard

3.5 Preferred Option - Street Views

3.5.3 Street View - Looking at proposed park from Chaplin Crescent

The proposed service and access road from Chaplin Crescent will provide pedestrian and bike friendly access to the park. Designing the space with seating along this access road will provide vantage points for the proposed new park.

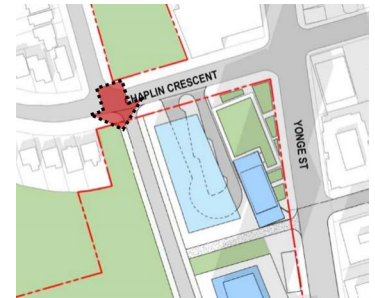


Figure 22. Key Plan for Street View



Figure 23. Street View Looking at Park from Chaplin Crescent

3.0 Preferred Concept for 1900 Yonge Site and Davisville Yard

3.6 Preferred Option - Sections through the deck

3.6.1 Section East West through the Site

The section across the site from Frobisher Avenue to the West to Yonge Street on the East shows the difference in existing grades and proposed deck. A ramp from Frobisher Avenue is proposed to access the TTC Yard and services below the Deck. The new signature park and proposed development will span across the area above the deck.



Figure 24. Key Plan for Fig. 25



Figure 25. Section East West through the Site

3.6.2 Section at Oriole Park

The section in Fig. 27 shows the section between Oriole Park and proposed Signature Park as shown in the Key Plan. The decking for the new park is proposed to be at the same grade as Oriole Park to provide seamless connections between the two. Spaces below the deck will accommodate TTC related services.



Figure 26. Key Plan for Fig. 27

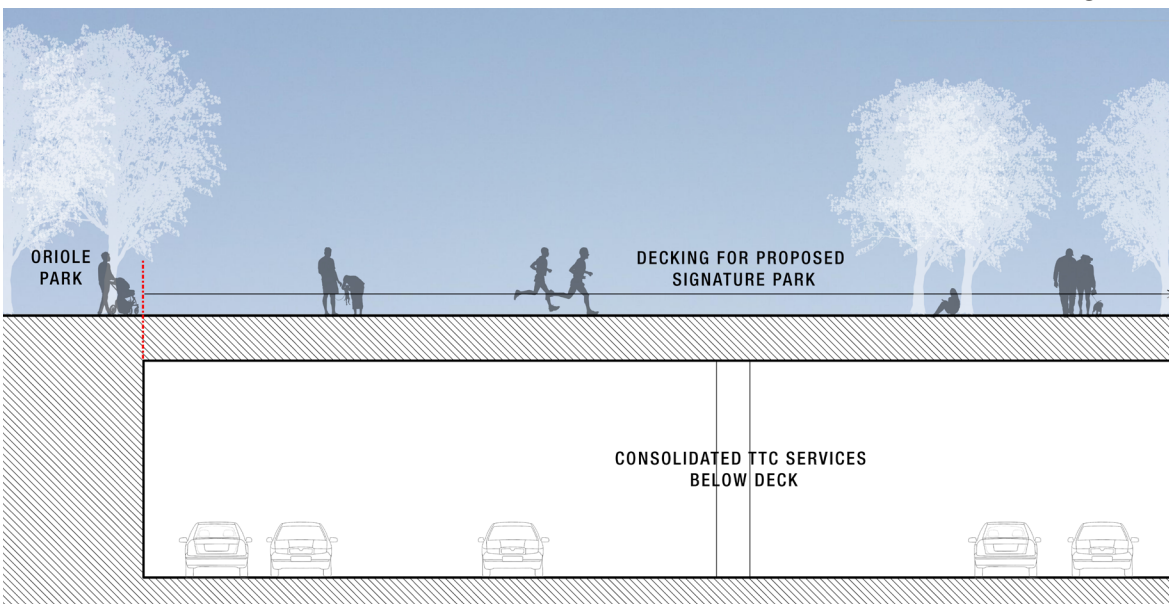


Figure 27. Section at Oriole Park

3.0 Preferred Concept for 1900 Yonge Site and Davisville Yard

3.6.3 Section at Kay Gardiner Beltline Trail

The section between the Beltline Trail and decking over Davisville Yard is proposed to establish seamless pedestrian connections. Consolidated TTC services and parking for the TTC Yard will be located below the deck.



Figure 28. Key Plan for Fig. 29

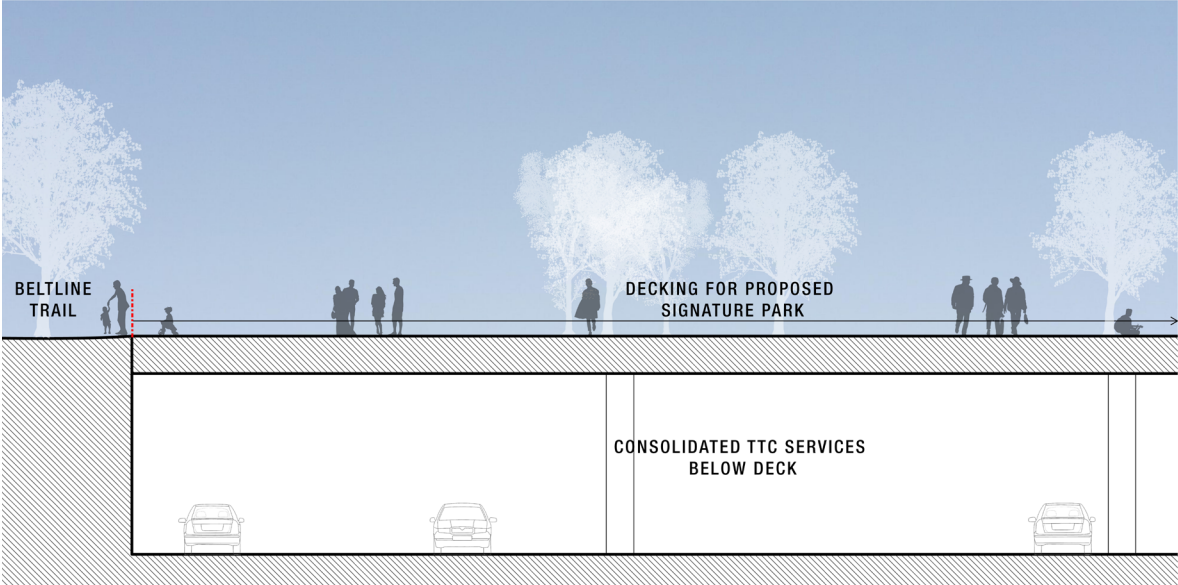


Figure 29. Section at Kay Gardiner Beltline Trail

3.0 Preferred Concept for 1900 Yonge Site and Davisville Yard

3.7 Preferred Option - Phasing

The Initial Phase of the preferred option will include the decking of the portion on Davisville Yard that will house the future bus loop and the development of the 1900 Yonge Site.

The Later Phase will include the decking of the remaining portion of Davisville Yard followed by construction of the development on the Yard and the new signature park.

The Future Phase will include the decking of the TTC trench and the construction of the new linear park north of Chaplin Crescent.



Figure 30. Phasing of Preferred Concept Development

3.0 Preferred Concept for 1900 Yonge Site and Davisville Yard

3.8 Preferred Option - Location of the Bus Loop

The existing bus loop on the 1900 Yonge Site is proposed to be relocated to accommodate the construction of the proposed development on the Site. As part of the initial phase as seen in Figure 30, the portion of the Davisville Yard to the west of the McBrien Building will be decked to accommodate the relocation of the bus loop. This relocation of the bus loop will be further studied and determined in the Stage 2 feasibility study. A temporary bus loop relocation might be required before permanent relocation.



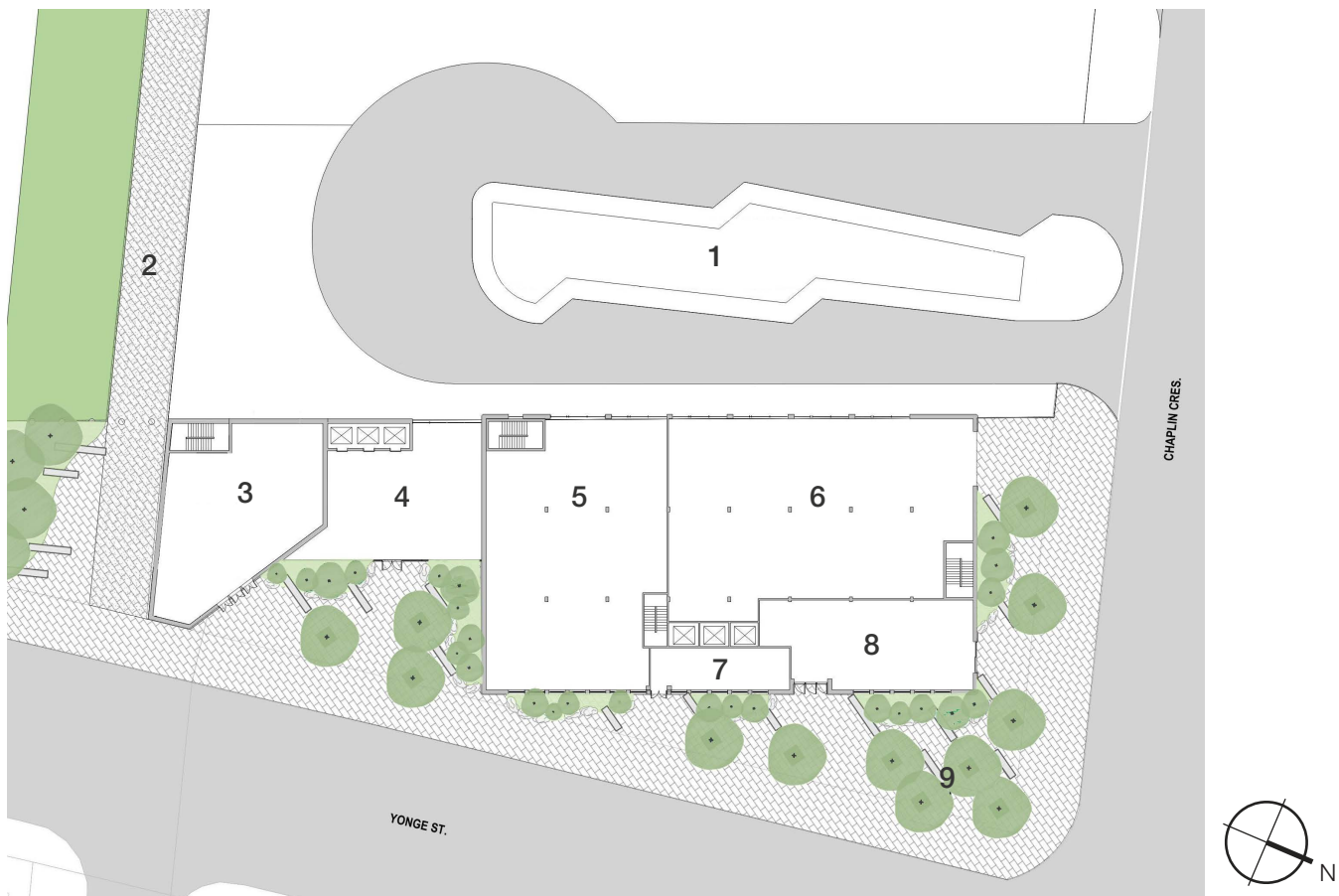
1. Future bus loop location 2. McBrien Building 3. 1900 Yonge development 4. Carhouse roof

Figure 31. Relocation of bus loop

3.0 Preferred Concept for 1900 Yonge Site and Davisville Yard

3.9 Preferred Option - 1900 Yonge

The preferred option for the development on the 1900 Yonge Site has a 30-45 storey tower to the south of, and partially built over, the McBrien Building. The ground floor of the development is proposed to have non residential spaces, a winter garden and residential entrance, office lobby for the McBrien Building, loading/ services for the new development and a prominent civic entrance to the Davisville subway station to the north east corner of the McBrien Building. The commercial spaces on the ground floor integrate at grade with the community spaces in Davisville square to activate the west side of Yonge Street. Community space is being contemplated over the future bus loop as well as a secondary TTC entrance.



- 1. Future Bus Loop Location (to be further studied in Stage 2)
- 2. Beltline Park Gateway
- 3. Non-Residential and Second TTC Entrance
- 4. Residential Access & Winter Garden
- 5. Non-Residential
- 6. Loading/Services
- 7. Office/Lobby
- 8. New TTC Entrance
- 9. Davisville Square

Figure 32. Ground Floor Plan of Preferred Concept for the Development on 1900 Yonge Site

3.0 Preferred Concept for 1900 Yonge Site and Davisville Yard

3.9 Preferred Option - 1900 Yonge

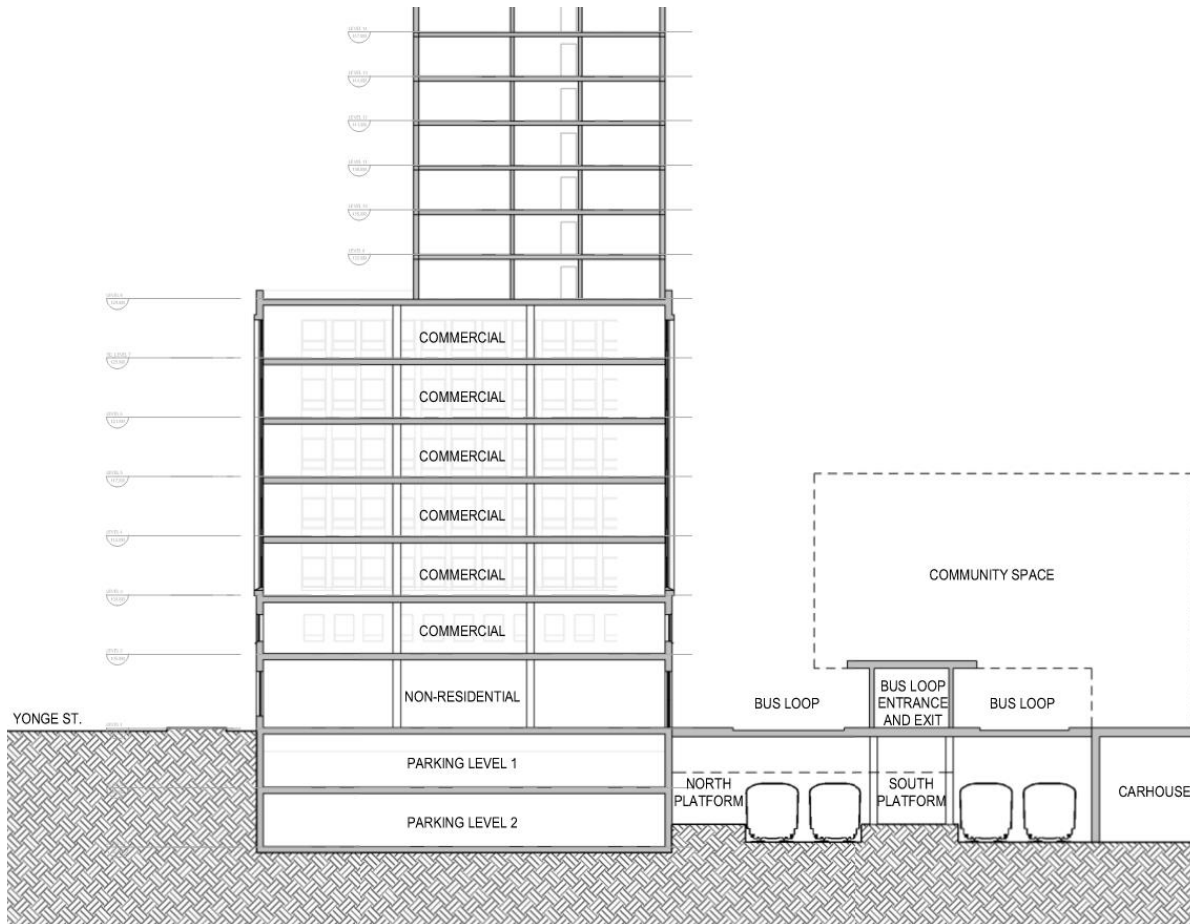


Figure 33. East-West Section through the Preferred Concept for the Development on 1900 Yonge Site

3.10 1900 Yonge and Davisville Yard - Potential Development Statistics

3.10.1 1900 Yonge

- Residential : 27,750 sq.m (74%) (including Affordable Housing)
- Commercial : 8,400 sq.m (22%)
- Non- Residential: 1,400 sq.m (4%)

3.10.2 Davisville Yard

- Residential : 33,000 sq.m (52%) (including Affordable Housing)
- Commercial : 17,840 sq.m (28%)
- Non- Residential: 13,030 sq.m (20%)

4.0 Conclusion

4.1 Conclusion and Next Steps

The Preliminary Development Concepts Evaluation and Preferred Concept Development for the 1900 Yonge Site and Davisville Yard report is a result of various studies and analysis done throughout Stage 1 of this study. To arrive at a preferred option for the development the Project Team presented various studies and options to a Technical Advisory Committee, organized public workshops with the Area Planning Group and evaluated the potential concepts against established criteria. The preferred option was also presented at a Public Information Session after which it was presented to the City of Toronto's Design Review Panel. The next steps for the project involve a detailed technical and financial analysis for the preferred development concept as part of the Stage 2 Feasibility Study.

