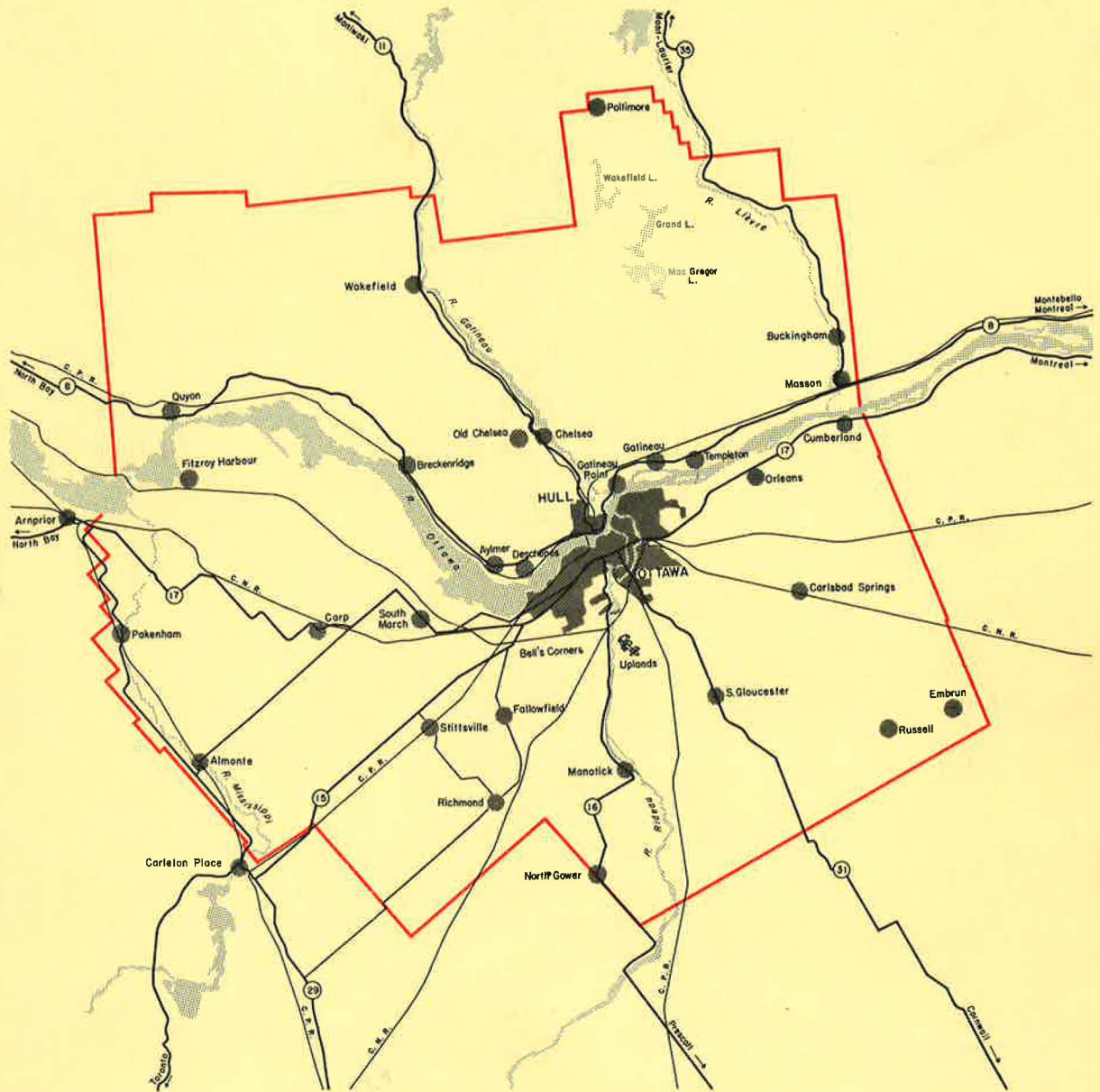


FEDERAL DISTRICT COMMISSION



FIFTY-NINTH ANNUAL REPORT

1958

F E D E R A L D I S T R I C T C O M M I S S I O N

O T T A W A

Canada

FIFTY-NINTH ANNUAL REPORT

1 9 5 8



Frontispiece

Crocus Beds, Nepean Point Park

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FEDERAL DISTRICT COMMISSION

Ottawa, Canada
February 4, 1959

Rt. Hon. John G. Diefenbaker, PC., MP.
Prime Minister of Canada
O t t a w a, Canada

Dear Mr. Prime Minister:

We have the honour to submit to you the Fifty-Ninth Annual Report of the activities of the Commission covering the period January 1st, to December 31st, 1958, in accordance with the provisions of the Federal District Commission Act.

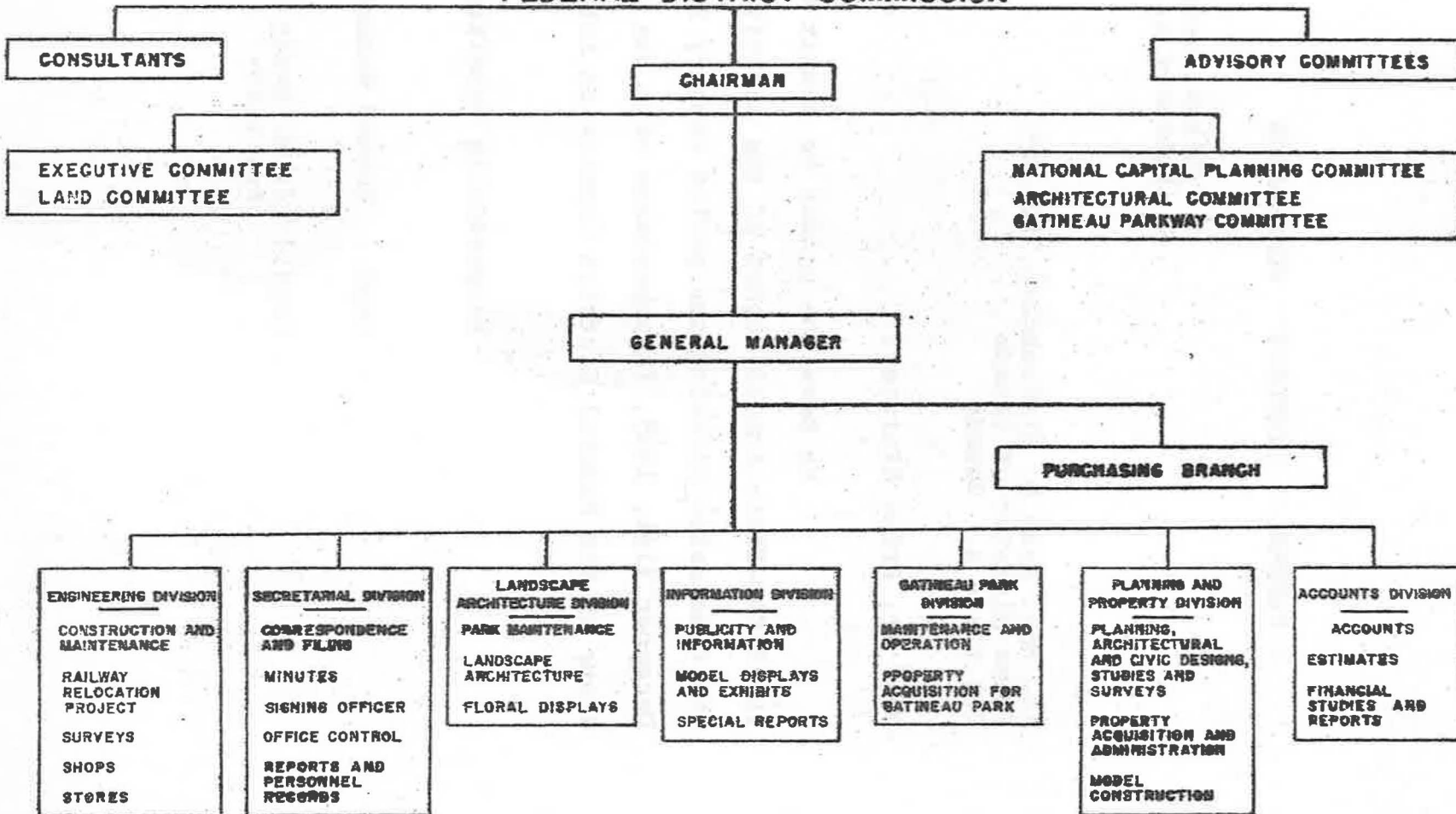
Respectfully submitted,

(sgd.) Howard Kennedy

(sgd.) J. E. Handy
Secretary

ORGANIZATION CHART - DEC. 31, 1958

FEDERAL DISTRICT COMMISSION



FEDERAL DISTRICT COMMISSION

CHAIRMAN (to July 17, 1958)

Major-General Howard Kennedy, C.B.E., M.C., M.E.I.C., F.E.

COMMISSIONERS

Gaston Amyot, M.R.A.I.C., Quebec, representing the Province of Quebec.
Edgar Baird, Gander, representing the Province of Newfoundland.
J. H. Blanchard, B.A., LL.D., Charlottetown, representing the Province of Prince
Edward Island.
Colonel Harold Cooch, B.A.Sc., M.E.I.C., Hamilton, representing the Province of
Ontario.
Harvey W. Doane, M.E.I.C., D. Eng., Halifax, representing the Province of Nova
Scotia.
Madame Gaston Fontaine, M.B.E., Hull, Quebec.
Colonel J. D. Fraser, V.D., Ottawa.
Lawrence Freiman, B.A., LL.D., Ottawa.
C. E. Joslyn, B.Sc., D.L.S., Winnipeg, representing the Province of Manitoba.
A. J. Major, LL.D., Ottawa
Thomas Moncion, LL.D., Mayor of Hull, representing the City of Hull.
George H. Nelms, Mayor of Ottawa, representing the City of Ottawa.
R. E. Valin, M.D., C.M., F.R.C.S. (C), F.A.C.S., Ottawa.
J. Alexander Walker, C.E., B.A.Sc., L.M.E.I.C., B.C.L.S., M.T.P.I.C., M.A.I.P.,
M.A.S.P.O., representing the Province of British Columbia.

OFFICERS

Alan K. Hay, M.E.I.C.
General Manager.

Jacques Gréber, S.A.D.G., S.C., S.F.U.
Planning Consultant.

ADVISORY

NATIONAL CAPITAL PLANNING COMMITTEE

The Minister of Public Works, Ottawa.
Controller Tardif, representing the City of Ottawa.
Alderman Richard Barber, representing the City of Ottawa.
Alderman J.-Yves Bernier, representing the City of Hull.
A. E. K. Bunnell, M.E.I.C., Planning Consultant, Toronto.
Gordon Culham, M.S.A., MC.S.L.A., M.T.P.I.C., Landscape Architect, Bolton, Ontario.
Charles David, F.R.A.I.C., Architect, Montreal, Quebec.
Major-General Howard Kennedy, C.B.E., M.C., M.E.I.C., F.E.
D. K. MacTavish, O.B.E., B.A., Q.C., Ottawa.
A.S. Mathers, F.R.A.I.C., Architect, Toronto.
Watson Sellar, C.M.G., Auditor General of Canada, Ottawa.

Planning studies and research on Commission and joint projects and other federal developments within the Region continued on an increased scale. Fourteen municipalities, upon request of their councils, have to date been assisted in the preparation of zoning by-laws and many of them have sought formal and informal advice on planning problems. With the enlargement of the National Capital Region the number of municipalities eligible for planning assistance is increased from 30 to 66.

Locally the Commission continued financial assistance and technical cooperation in the preparation of an official plan by the City of Ottawa.

As the agency responsible for federal planning in the Region, the Commission was concerned in the layout of government building sites under development, including Rideau Heights, the Dominion Experimental Farm, National Research Council and Ottawa Airport.

The Commission's Architectural Committee examined and reported on 56 major projects, including 49 new buildings, bringing to 402 the number of projects dealt with by the Committee since 1947.

The property acquisition program continued. The Commission has now obtained practically all the lands necessary for another 45 miles of urban parks and parkways, which will add 4000 acres of landscaped open space to the metropolitan area. Construction will begin when funds are made available. In the meantime future waterfront park and parkway lands are being underbrushed and poison ivy eliminated to permit their use by the public.

The new 75-acre park and picnic field at Hog's Back was opened in the spring, and saw extensive use by the public. Estimated attendance for the season was close to 50,000 persons, of whom 23,000 were members of 128 registered picnic groups of 50 persons or over.

Good progress was made on construction of a similar park for the Hull area at Leamy Lake.

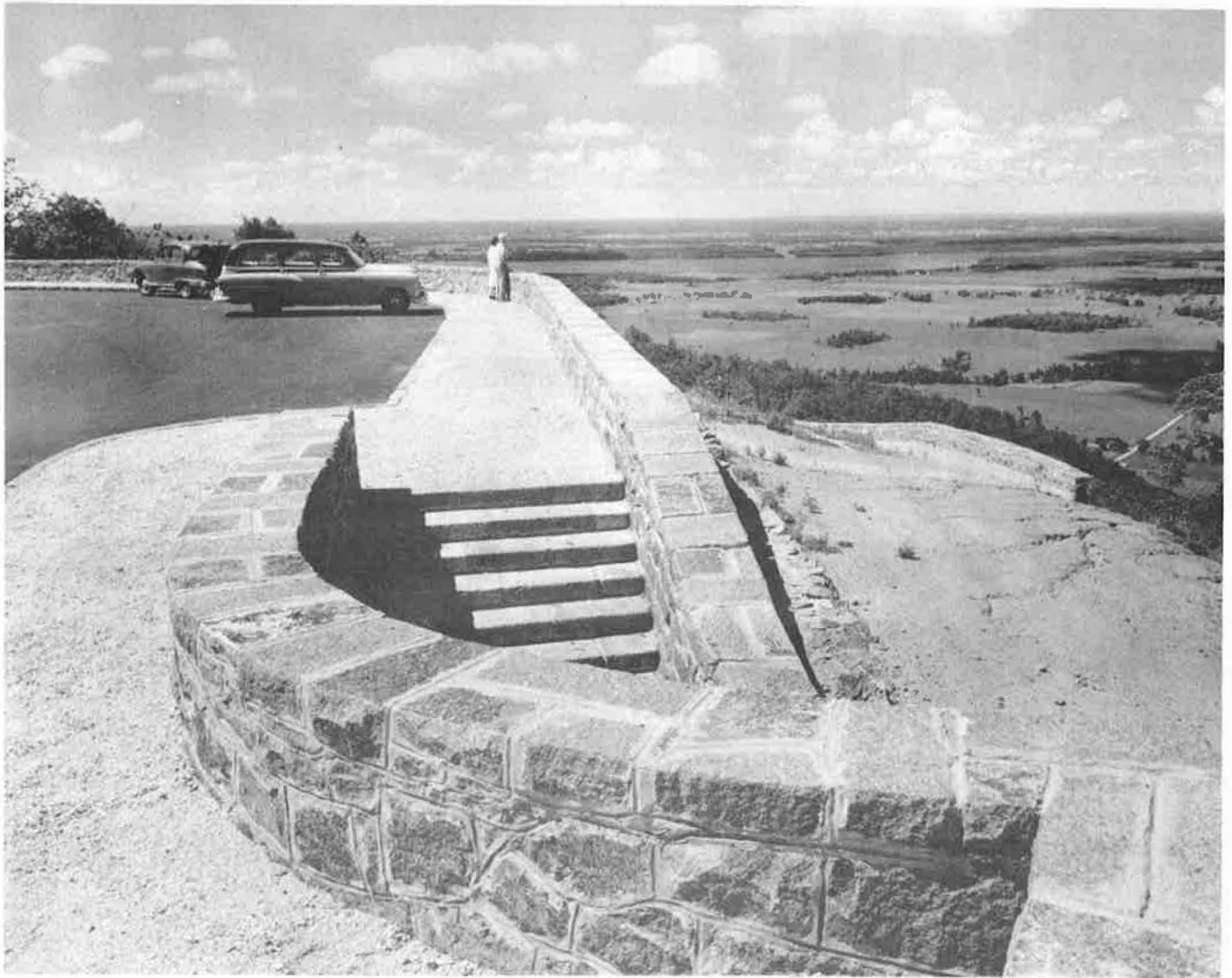
Colonel By Drive, a two-mile long new driveway along the east bank of the Rideau Canal from Bronson avenue to Hog's Back, was opened to public use in October.

By the end of the year three-quarters of the lands for 75,000-acre Gatineau Park had been acquired, and those parts of the boundary in Commission ownership were being marked by the cutting of a twenty-foot-wide swath, which also will serve as a fire-break. A new refreshment pavilion was built at Lac Philippe. It is operated as a Commission concession.

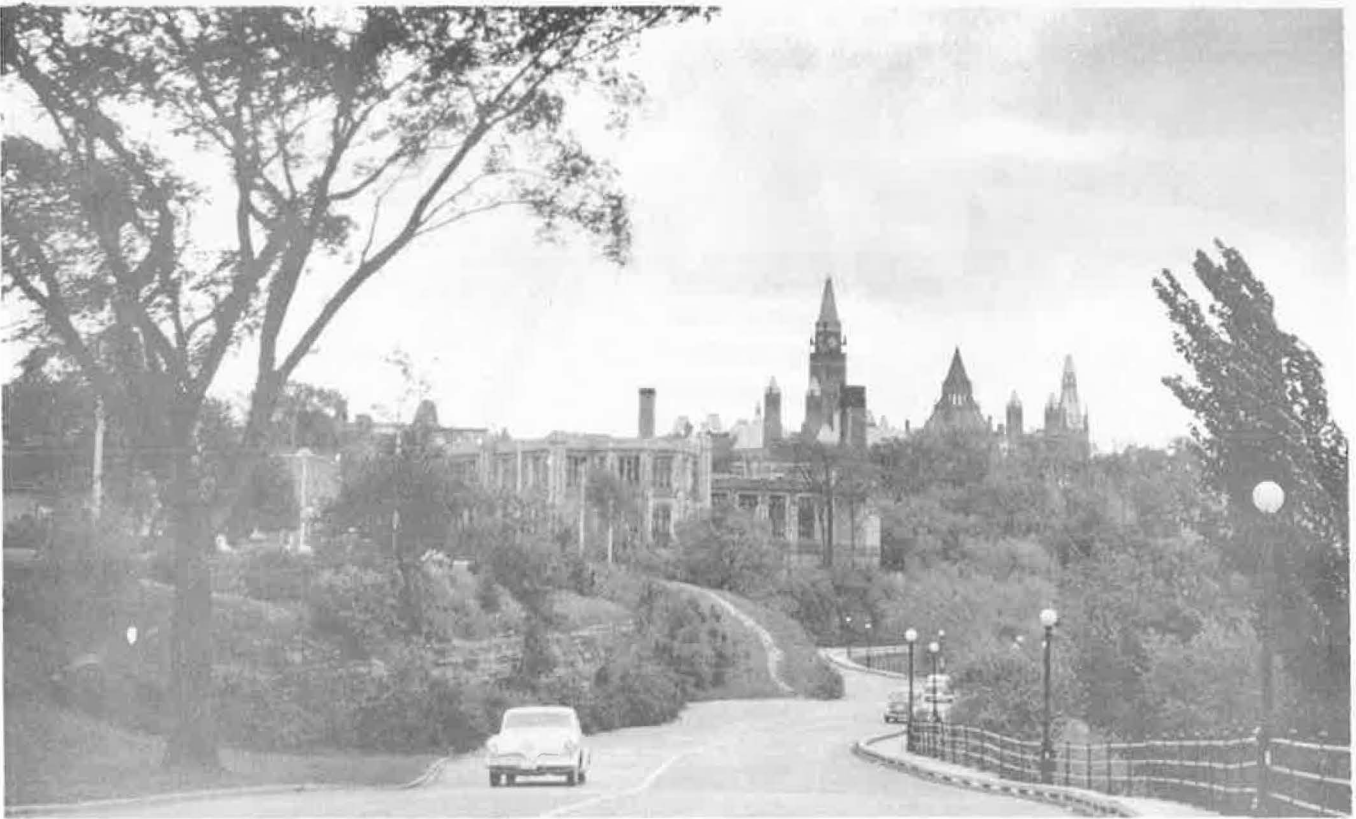
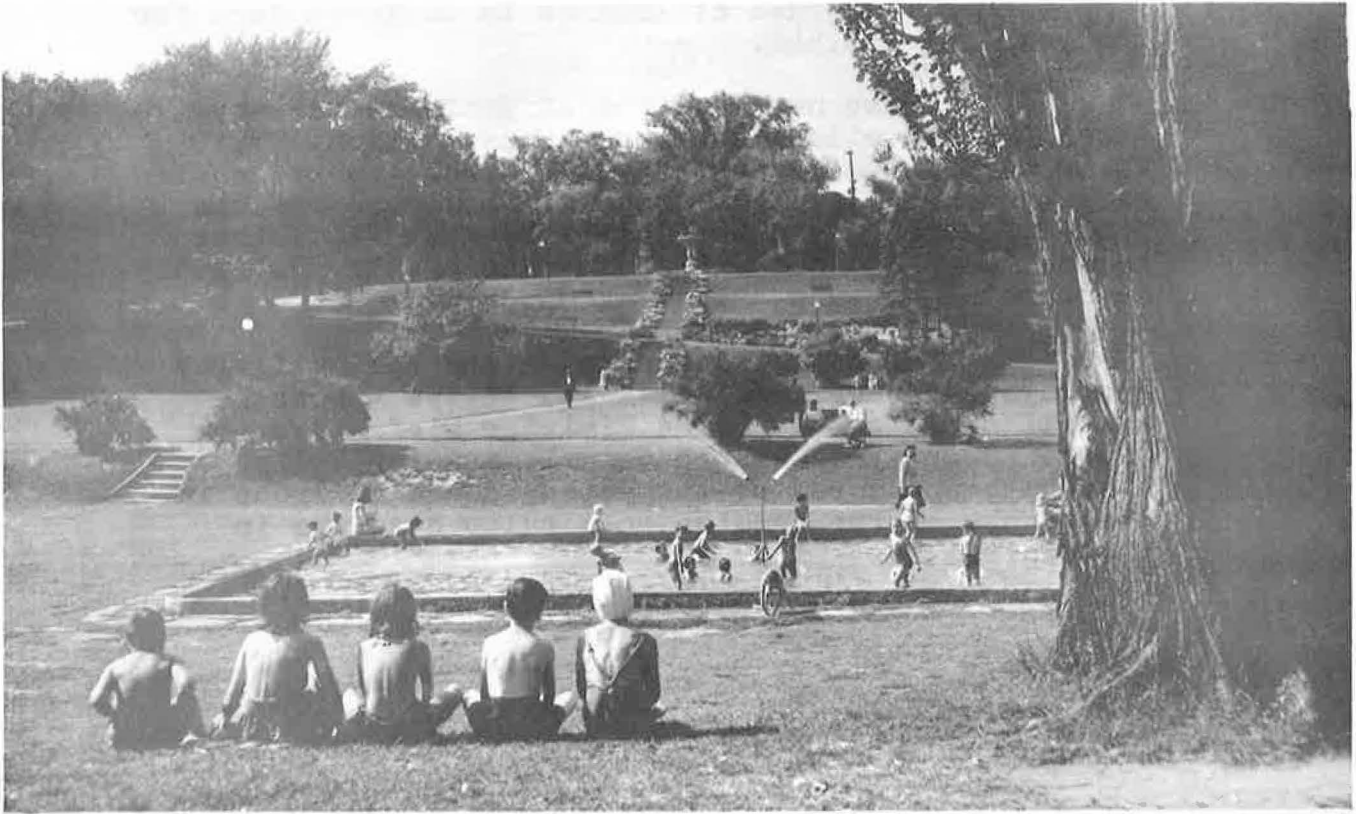
Recorded attendance in Gatineau Park for the year was 339,548.

Two new sections of Gatineau Parkway, totalling ten miles, are under construction. With their completion by next autumn, a continuous scenic parkway route 13½ miles long will be opened to the public, running from the Aylmer Road at Val Tetreau to the Champlain Lookout at the end of the previously-constructed Fortune Lake Section.

Due to a good winter the spring floral displays - crocus, daffodils and tulips - were exceptionally good. Prime Minister Diefenbaker on May 19 opened the Seventh Annual Canadian Tulip Festival, sponsored by the Ottawa Board of Trade in observance of the Commission's tulip displays in the Capital.



Champlain Lookout, Gatineau Parkway



Top - Strathcona Park
Bottom - Lady Grey Drive

HISTORICAL

During 1958 a new Act of Parliament was passed, and awaits proclamation, reconstituting the Commission as the National Capital Commission.

This will be the third reconstruction of the organization since it was established by Parliament in 1899 to improve and beautify the National Capital, in cooperation with the City of Ottawa, by construction of parks, driveways and landscape work. A report prepared in 1903 by the Canadian landscape architect Frederick Todd guided the Commission in the early development of scenic driveways and parks throughout the urban area. Rockcliffe Park, Strathcona Park, Central Park, King Edward Avenue Park, Dundonald Park, and McDonald Gardens were designed and developed in the period 1899-1913. Some of these parks are Commission-owned, some are on lands leased from the City of Ottawa or owned by the Department of Public Works. Construction projects included the Driveway along the east bank of the Rideau Canal, Lady Grey Drive overlooking the Ottawa River and the Minto Bridges over the Rideau River.

During this period Parliament became increasingly concerned over the uncontrolled industrial and commercial growth of the Capital. There was no town plan nor municipal zoning to guide the city's development along lines compatible with its status as the seat of national government. In 1913 a Federal Plan Commission was appointed to prepare a comprehensive city and regional plan. The report was completed in 1915, but in the meantime the First World War had broken out, and none of the recommendations was implemented. A plan and report prepared in 1922 by Noulan Cauchon, planning consultant to Ottawa's municipal planning committee, failed to achieve federal government acceptance.

In the meantime the Commission continued its improvement program and by 1926 had built Island Park Drive, developed Hampton Park, and begun the Champlain Bridges over the Ottawa River as far as Bate Island. The main spans extending the crossing to the Hull shore were later constructed by the FDC.

The original Commission was composed of a chairman and three members but the number was increased to eight in 1903. Operations were financed out of annual vote, originally \$60,000 per year, increased in 1910 to \$100,000 and in 1917 to \$150,000. The Commission also was empowered to borrow funds for capital works by issue of debentures.

FEDERAL
DISTRICT
COMMISSION
1927-1958

In the nineteen-twenties it became apparent that the terms of reference of the organization were too restricted and funds inadequate to accomplish the desired results. In 1927 the Commission was reconstituted as the Federal District Commission.

Its powers were broadened, the area of operations extended to the City of Hull, and the membership was increased from eight to ten to include a resident of Hull. The annual grant was increased to \$250,000, but reduced in 1928 to \$200,000 when Parliament provided a special grant of \$3,000,000 for capital works. Between 1927 and 1939 the Commission extended the park system to 900 acres, and the urban driveway system to twenty-two miles. In 1934 the Commission was made responsible for landscape construction and maintenance of the grounds of all federal buildings and national institutions in the Capital.

In 1937 the government retained the services of Jacques Gréber, the eminent French city planner, to replan the grounds of the federal public buildings and the central area of the Capital, with particular reference to the siting of the National War Memorial. In 1939 the Second World War broke out, and for the second time world conflict prevented implementation of plans for the Capital.

THE
NATIONAL
CAPITAL
PLAN
1945

A Joint Parliamentary Committee in 1944 delimited a National Capital Region of 900 square miles, and in 1945 Mr. Gréber returned to prepare a comprehensive Master Plan for the Capital and its Region.

His report was presented in 1951. The Commission was designated the federal agency to implement the new plan. Its membership was increased from ten to twenty to permit the appointment of a Commissioner resident in each of the provinces. The Commission appointed a National Capital Planning Committee, composed of representatives of the metropolitan area and the Region and of the professions particularly interested in work of this nature, to act as its permanent honorary advisory committee. An Architectural Committee was appointed to assist the Commission to carry out its duties regarding the location and design of all federally-constructed buildings, or use of federally-owned land in the Region. Members of the Commission and committees serve without remuneration.

In 1956 a Joint Parliamentary Committee was appointed to study the progress made by the Commission on the implementation of the National Capital Plan and examine its proposals for the future. As a result of the Joint Committee's report new legislation was prepared to facilitate the work of the Commission by better definition and extension of its powers and responsibilities.

NATIONAL
CAPITAL
ACT

The National Capital Act (7, Elizabeth II, Chap. 37) designed, as stated in the Speech from the Throne in May, "to promote and guide the proper long term development of our National Capital Region along lines worthy of our nation", was passed during last summer's session of Parliament and given Royal Assent on September 6. It will come into force by Proclamation on a day to be fixed. The purpose of the new legislation is to "revise the Federal District Commission Act to enable the Commission to discharge more effectively its duties in connection with the preparation of plans for, and assistance in, the development and improvement of the National Capital Region. For this purpose the names of the Act and of the Commission have been changed and the Commission's organization, powers and financing have been substantially revised." The changes and revisions largely follow the recommendations of the Joint Parliamentary Committee of 1956.

NATIONAL
CAPITAL
COMMISSION

The continuing organization will be known as the National Capital Commission, composed, as before, of twenty members, but all appointed by the Governor-in-Council and holding office during pleasure for a term not exceeding four years. Under the former FDC Act the cities of Ottawa and Hull each had the power to appoint a Commissioner, and the term of office was five years.

At least one member is to be appointed from each of the ten provinces; at least two from the City of Ottawa, at least one from the City of Hull, and at least one each from a municipality within the Ontario and Quebec sections of the National Capital Region excluding the cities of Ottawa and Hull.

An Executive Committee consisting of the chairman, the vice-chairman and three other members, of whom at least one shall be from the Province of Quebec, will function between meetings of the full Commission.

The National Capital Region, the area within which the Commission operates and its Act applies, is enlarged from 900 to 1800 square miles.

CHARLES CAMSELL, CMG., LL.D., FRCS

The death occurred on December 19th of Doctor Charles Camsell, a distinguished Canadian and Commissioner from 1947 to 1957. His wide experience and sound judgment contributed greatly to the work of the Commission during the ten years he served as a member.

A.J. HAZELGROVE, LL.D., FRAIC., FRIBA

The death occurred on May 19th of Doctor A. J. Hazelgrove, a past president of the Royal Architectural Institute of Canada, and a member of the Commission's Architectural Committee. Dr. Hazelgrove was one of Canada's prominent architects, and his services over the past three years were highly valued by the Architectural Committee and the Commission.

PLANNING

The General Report on the Plan for the National Capital of Canada is a comprehensive guide for the future development of the National Capital and its Region. It is not a detailed, rigid program but rather a chart, long range in nature and flexible within its framework, to meet changing needs and altering circumstances.

For planning purposes the Ottawa-Hull Region must be treated as one physical, social and economic whole. The Ottawa River, which divides the area, is the Ontario-Quebec provincial boundary, so there is no single authority in control of planning and construction throughout the whole urban metropolitan region. In the circumstances, the importance of full federal-provincial-municipal cooperation will be appreciated. The Federal District Commission, in this situation, fulfills a catalytic role in the implementation of the plan for the National Capital Region.

The Commission carries on a continuous program of planning studies on Master Plan projects and coordinates activities of all federal departments at a local planning level. An important part of this is the work of the Architectural Committee in the examination, and recommendation to the Commission for approval, of plans for the location, siting and appearance of all federal buildings within the Region.

As the designated federal agency for cooperating with local municipalities on the development of the Capital and its Region, the Commission also works in close consultation and collaboration with municipal and provincial authorities on local and regional planning policies, problems and projects, and when necessary makes proposals for their consideration. Municipalities often seek planning advice of an informal or exploratory nature, as well as advice on specific problems. With the enlargement of the National Capital Region from 900 to 1800 square miles under the new National Capital Act, the number of municipalities eligible for planning assistance is increased from 30 to 66.

Commission-municipal cooperation and consultation are greatly facilitated by membership on various boards and committees. Local municipalities and counties are represented on either the Commission or its advisory body, the National Capital Planning Committee. The Commission or its staff is represented on:

1. The Ottawa Planning Area Board, and its Technical Advisory Committee (where much has been done to coordinate the views of the Townships of Nepean and Gloucester and the City of Ottawa on Master Plan developments).

2. The Carleton County Technical Advisory Committee.
3. The City of Ottawa Building Appearance Committee.
4. The Queensway Committee and its working committee.
5. The City of Ottawa Joint Staff Committee on Official Plans and Urban Renewal.
6. The City of Ottawa Street Names Committee.
7. The special committee appointed in 1956 by the Minister of Public Works to study and report on crossings of the Ottawa River in the Ottawa-Hull area.

ASSISTANCE TO
MUNICIPALITIES:
ZONING AND
PLANNING, 1958

Direct technical advice and assistance, including the preparation of zoning by-laws, is made available to municipalities within the Region upon request by local councils. In addition, there is constant liaison between the planning staffs of the City of Ottawa and the Commission on the preparation of zoning by-laws for the Capital. To date, 15 municipalities have been advised on zoning by-laws; five prior to 1958, the municipalities of Hull, East Hull, Ste Cécile-de-Masham, Templeton East and the Town of Gatineau; and during 1958 the following:

PROVINCE OF ONTARIO

- (1) Nepean Township: Bell's Corners - Consultations are taking place on the design of new subdivisions within the hamlet.
- (2) Nepean Township: Merivale Gardens - A local committee was given advice on the drafting of a zoning by-law, and the by-law has since been prepared by the township.
- (3) Gloucester Township:- A draft zoning by-law for the entire township, prepared in the fall of 1957, was revised three times during 1958, but is not yet approved. Discussions are continuing.
- (4) Orleans (Police Village):- Planning and preparation of a draft zoning by-law continued at the request of a committee representative of the residents.
- (5) Almonte:- A draft zoning by-law, prepared at the request of the Council in the spring of 1958, was given approval in principle in the late fall. Discussions are continuing.

The decision in 1958 to establish the Greenbelt places a definite limit on the Ottawa-Hull central urban area. This, and the location of employment sources on the periphery of the metropolitan area, will tend to stimulate development in areas surrounding the city.

Studies in 1958 indicate that land for residential development inside the Greenbelt will be largely used up by 1965. Major development of satellite communities outside the Greenbelt is therefore anticipated about that time.

So that these developments may take place in an orderly fashion, and the best advantage gained from establishment of the Greenbelt, major planning studies and surveys were started of the enlarged Capital Region, and will continue for at least another year. The program during 1958 included aerial photography of possible satellite communities, surveys of existing settlements and possible "new-town" sites, studies of industrial locations in the Region, population growth and movement, and of geological and other available information.

**SURVEY AND
MAPPING**

The following program has been undertaken to provide adequate and accurate maps, a basic planning requirement:

1. Aerial photography and mapping of the City of Ottawa, financed jointly by the Commission and the City, was begun in 1957 and continued through 1958.
2. Aerial photography of the Greenbelt, done in 1958, with the mapping to be completed early in 1959.
3. Aerial photography and mapping of Gatineau Park, continued in 1958.
4. Aerial photography was begun of certain towns and villages in the National Capital Region which are likely to experience accelerated growth in the near future.

The basic survey on which the Master Plan was based was extensively revised in 1955. In order to keep essential information reasonably up to date, such revisions are desirable every five years. Examination of existing survey material was begun with a view to another general revision in 1960.

ARCHITECTURAL COMMITTEE The function of the Committee is to examine and report on proposals for the location, siting and external design of buildings and other structures, or exterior alterations to existing buildings, and on any proposed use of federally-owned property within the National Capital Region, where the Federal District Commission Act requires such approval. The Committee held five meetings during 1958 and fifty-six major projects were examined and reported upon. These included three bridges; four memorials; forty-four buildings for federal government departments and agencies; and five buildings for private companies. This brings to 402 the number of projects examined and reported upon by the Committee since its inception in 1947. In many cases revisions were requested by the Committee, resulting in enhanced appearance and improved functional design.

CIVIC DESIGN: PROJECTS Master Plan and other projects studied
and STUDIES, 1958 during the year included:

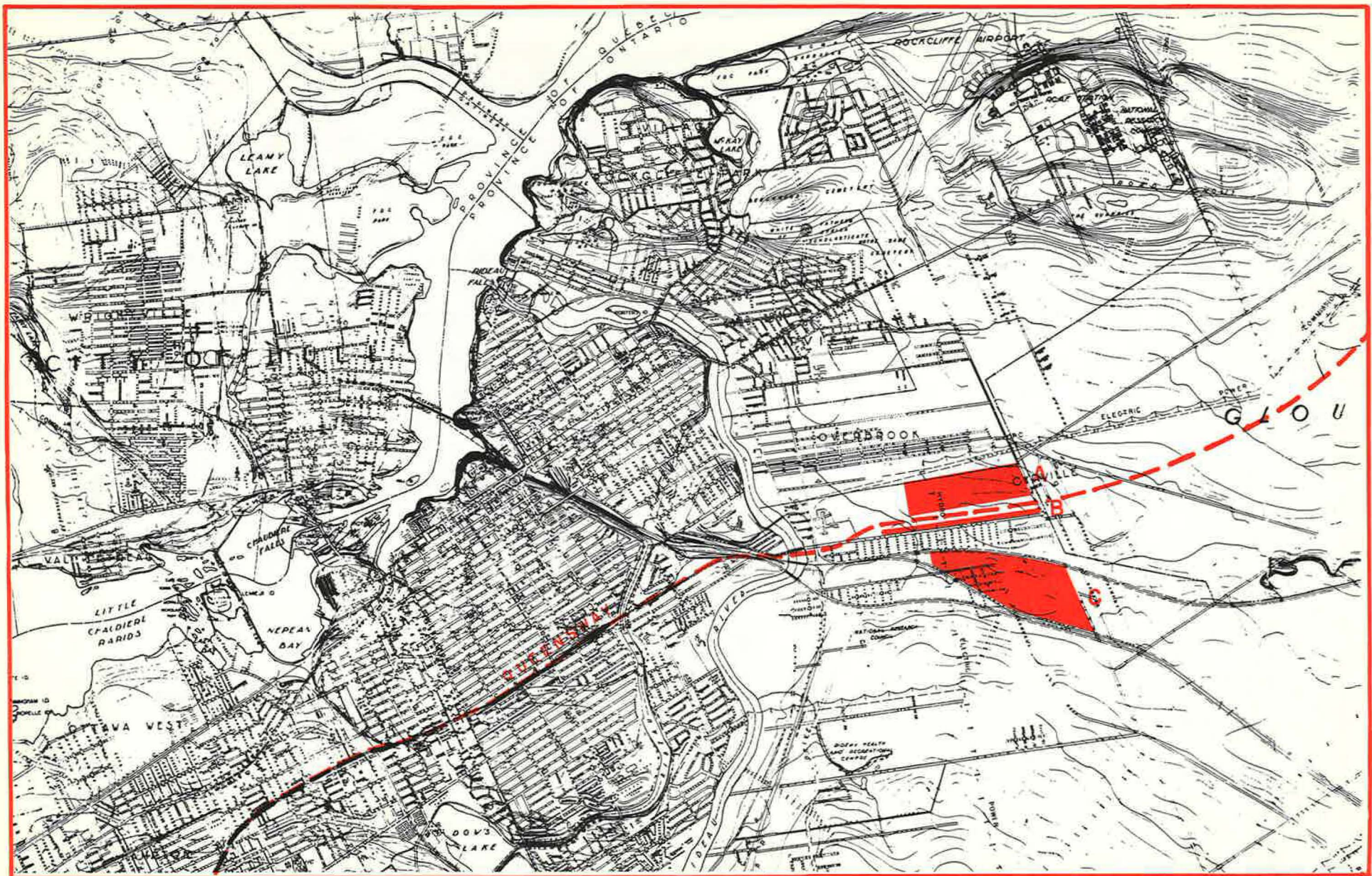
1. Sparks-Wellington Triangle: The design of a park in the triangle formed by the junction of Sparks and Wellington streets at the west end of Parliament Hill. The City of Ottawa agreed to close Sparks street west from Bay street, thus materially increasing the area of the future park.
2. Artillery Memorial, Major's Hill Park: The Memorial is being designed by the Department of Public Works for the Canadian Artillery Association. A final design and location were approved late in 1958.
3. Central Experimental Farm: Relocation of the administrative offices of the Department of Agriculture in the Dominion Experimental Farm, and the decision to move the Animal Husbandry Division from the Farm to a new animal research centre on a 4,000-acre site in the Greenbelt, required preparation by the Commission of a new development plan for the Experimental Farm and a site plan for the new complex of buildings in it. An outline design has been approved. The Commission is purchasing a 4,000-acre site in the Greenbelt on behalf of the Department and preparing designs for the new animal research institute and related facilities to be located there.
4. Ottawa Airport: A final scheme for the landscaping and vehicle circulation for the new air terminal building and for a new access road to it, which eventually will link with the proposed new southern entrance to the Capital via the Dunbar Bridge and Bronson avenue, was agreed to by the Department of Transport and approved by the FDC Architectural Committee.

5. Coal Yards: Development of the Queensway in the Hurdman area led to the displacement of a number of rail-served coal yards. Coal supply is of economic importance to the Capital, and the Commission therefore designed new handling facilities, which were acceptable to the interests concerned.
6. Suggested relocation of Union Station at Hurdman: During negotiations early in 1958 with the CPR and CNR on establishment of joint terminal operations as planned in Stage Two of the railway relocation program, the CPR proposed that a new union passenger station be constructed in the immediate future in the Hurdman area east of the Rideau River and adjacent to the Queensway. This was a new suggestion, as the Commission had not contemplated relocation of the Union Station for at least twenty-five years, and then at the Walkley Road site as proposed in the Master Plan.

The proposal constituted a major civic design project, requiring studies not only of alternative solutions to the complex problems of rail and road traffic, but of the whole concept of a station related to a station plaza, with shopping, restaurant and motel facilities accessible from the station and from a nearby major intersection of the Queensway.

Sketch proposals were prepared and sent to both railway companies for study. They were approved by the CPR, but the CNR advised the Commission that the suggestion was not acceptable, as it would result in a move from the present Union Station considerably in advance of the period originally contemplated by the railway.

INDUSTRIAL LANDS During 1958 design was practically completed of three industrial subdivisions totalling 250 acres on land in the Hurdman area acquired by the Commission chiefly for relocation of industries displaced by the railway relocation program. One of the three subdivisions has rail communications; the other two front on the Queensway east of Hurdman Bridge. Additional sites are being secured in suitable locations in the Capital area. Because of the conspicuous location of the lands in the Hurdman area and their proximity to the center of the Capital, it is intended to permit only industrial development of a high order. Regulations will provide for permanent buildings of satisfactory aesthetic standard, for setbacks and sideyard clearances appropriate to the uses, limitation of outside storage and of advertisement, and for properly-screened parking areas. Negotiations with industrialists are proceeding. Close cooperation has been established between the FDC and the City Industrial Commission in the promotion of the industrial lands.



Area "A", 100 acres for light industries, in 2 to 10 acre lots, fronting on north side of Queensway.

Area "B", 20 acres on the north side of the Tremblay Road for very light industrial or commercial use, in lots 150 feet deep, with 100 foot frontages on the Queensway.

Area "C", 100 acres for light industrial use, in 2 to 10 acres lots, with rail services available.

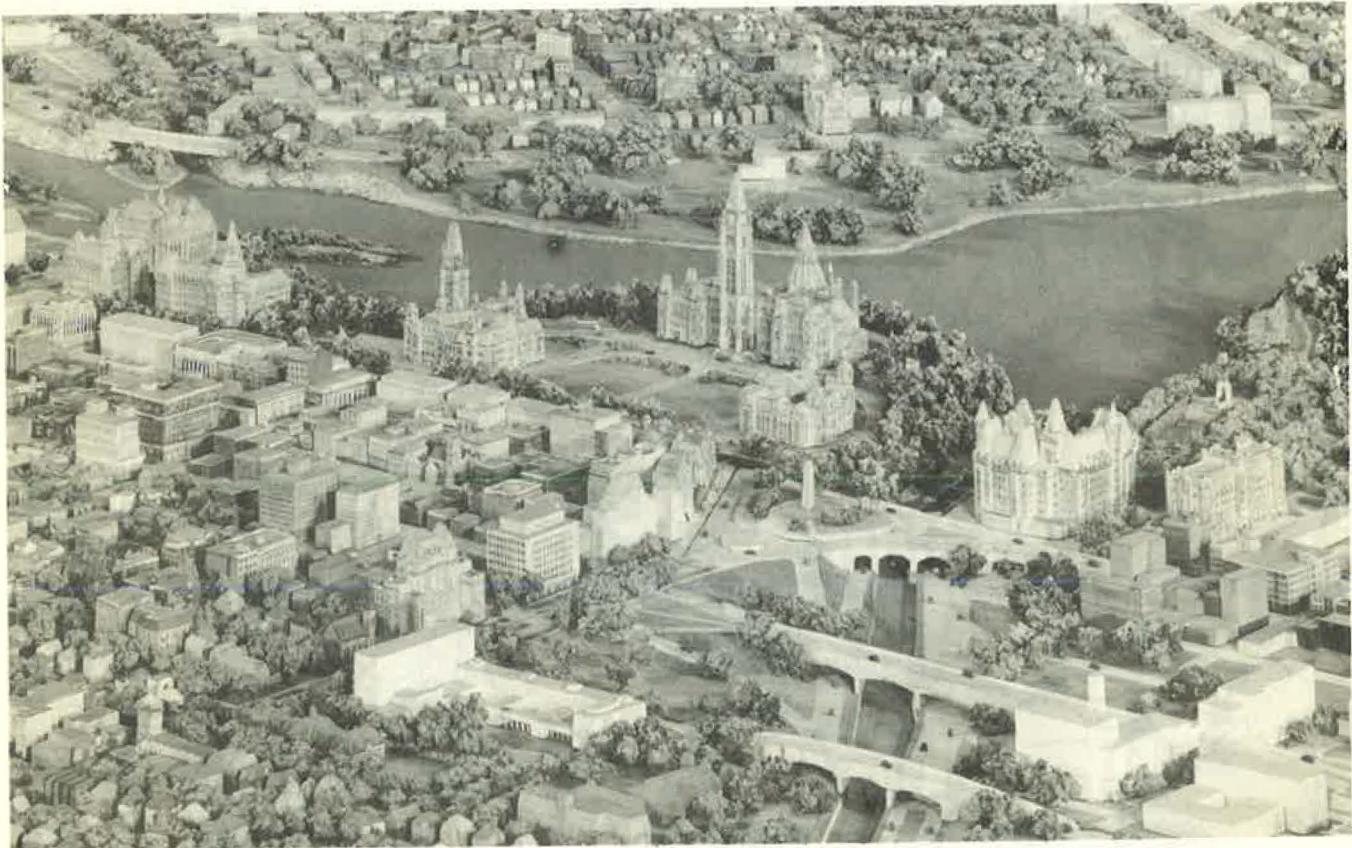
MODEL BUILDING The construction of scale models for technical study purposes and to illustrate planning proposals in a form interesting and understandable to the public is an important part of the Commission's planning work. The best known of them is the model of the central parts of Ottawa and Hull which, with others, is on public exhibition in the FDC Display of the National Capital Plan in the Daly Building.

During 1958 a study model was made for the Ontario Department of Highways of the Island Park Drive-Carling avenue-Kirkwood avenue intersection with the Queensway.

The model of the Rideau Heights government building site was extended to include the section of Ottawa Airport, where the new air terminal building is located, in order to show the route of the proposed new southern entrance road to the Capital via the Dunbar Bridge and Bronson avenue.

The existing model of the Dominion Experimental Farm was rebuilt to show current planning proposals.

Advice and assistance in model building is often sought by other government agencies and planning authorities.



Parliament Hill and Confederation Square section of the 100 foot to one inch scale model of the central parts of Ottawa and Hull.

1958 Report of Consultant Jacques Gréber

Since completing his General Report on the Plan for the National Capital in 1950, Jacques Gréber of Paris, planning consultant to the Commission, has been invited each year to study and report on current Master Plan proposals and desirable developments. The report on his 1958 visit in December contained the following comments and recommendations, based on his observations of work in progress by the Commission.

SPARKS-
WELLINGTON-
BAY STREET
TRIANGLE

"The design of the proposed park in the triangle formed by the junction of Sparks and Wellington streets west of the new Veterans Memorial buildings should be such as to link visually the upper level, on top of the cliff occupied by Christ Church Cathedral and St. Peter's Lutheran Church, with the park on the lower level. Architecturally, this would result in an ideal end to the Parliament Hill skyline at its western extremity; while the park at the foot of the cliff would make an appropriate and colourful base to the church building group above."

IMPROVEMENTS
IN THE
CENTRAL AREA

"It is recommended that obsolete or blighted buildings in the central area be removed or adequately rebuilt, but existing buildings of recognized quality should be preserved."

"It is recommended that Sparks street be converted to pedestrian use only between Elgin and Bay, with service and vehicle access confined to Wellington and Queen streets. Sparks street would thus become a promenade, lined by commercial establishments, with pedestrian shoppers protected from dust, sun, heat, rain and snow by arcading of buildings, and free to move without traffic hazards. Approaches to this pedestrian thoroughfare would be provided by Metcalfe, O'Connor, Bank, Kent and Bay streets.

"Such pedestrian shopping streets in the hearts of cities are not new. A good example is the Calverstraat in Amsterdam. Commercially they are very successful."

PARKING:
PARLIAMENT
HILL

"It seems impossible to maintain all the present parking facilities on Parliament Hill north of Wellington street. The surroundings of Parliament and the important departmental buildings ought to provide an attractive and dignified frame for these national institutions instead of performing the functions of a service court.

"Fortunately the topography of Parliament Hill lends itself to the construction of underground parking spaces and it is recommended that these be constructed either near the Parliament Buildings or under the terraces around the Supreme Court. At least 1500 to 2000 cars could thus be accommodated, and all outside parking around the buildings eliminated."

SATELLITE
TOWNS

"Satellite towns should be developed outside the Greenbelt by enlarging those existing communities which can become self-supporting, and by the planning of entirely new urban communities. They should have good road and, if possible, rail communications, adequate water supply and sewage disposal facilities. Sites should be naturally attractive in appearance and suitable for building development. New centres should have industrial and commercial activities sufficient to develop the adequate financial resources to equip themselves with municipal services, educational and recreational facilities and desirable urban amenities."

THE
GREENBELT

"A great example has been given by the government of Canada to many foreign Capitals by taking the decision to proceed with establishment of the Greenbelt as recommended in the General Report on the National Capital Plan in 1950. The wise foresight of the government will prove to be an historic achievement in city planning and a lesson to the world."



Greenbelt Country

THE GREENBELT

Purposes
History
Description
Administration
Land Acquisition Progress
and Costs
Agricultural Leases
Federal Use
Industrial Use

PURPOSES The Report on the Plan for the National Capital, 1950, recommended the establishment of a Greenbelt around the future planned limits of the urban core of the Capital's metropolitan area. Purposes of the "belt" are to confine urban development to the area which can be provided with sewer and water services at reasonable cost by the central municipality; and to prevent further haphazard and uneconomical "urban sprawl" and highway "ribbon development", thus preserving the adjacent valuable farm and dairy lands and market gardens, which feed the Capital. Other Greenbelt areas would provide future parks and public open space as well as an extensive reserve of close-in lands available, as the need arises over the next century, for future government building sites, public and private institutions, and selected light industries, requiring large areas, etc.

At the year-end, over one-quarter of the Greenbelt was either already in, or committed to use by departments or agencies of the federal government.

Equally important are the Greenbelt's conservation aspects. Reforestation of waste lands and protection of stream courses and swamp areas will protect the water table and thus ensure that lands both inside and beyond the Greenbelt will continue to have adequate water supply.

HISTORY By 1945 urban sprawl into Ottawa's adjoining rural areas was progressing at a rate which, if not governed by some means, would soon make impossible a Greenbelt, or area of controlled development between the city and the country, as recommended in the National Capital Plan Report of 1950. The Commission realized that efforts to implement the proposal by having the municipalities exercise their powers of zoning, or official plan would not succeed, and to the Joint Parliamentary Committee on the FDC in 1956 recommended that the necessary lands be taken into public ownership as the only practical and permanent solution to the problem.

This solution was adopted by the government in 1958, when, on June 18 Prime Minister Diefenbaker announced in the House of Commons that authority would be granted the Commission to establish a Greenbelt comprising 37,500 acres around Ottawa, and funds for the purpose would be provided out of government loans. Authority to proceed with the actual acquisition of the approximately 31,500 acres of privately-owned Greenbelt lands was not received until October 22. By December 31 the Commission was processing options on twenty percent of the privately-owned Greenbelt lands to be acquired.

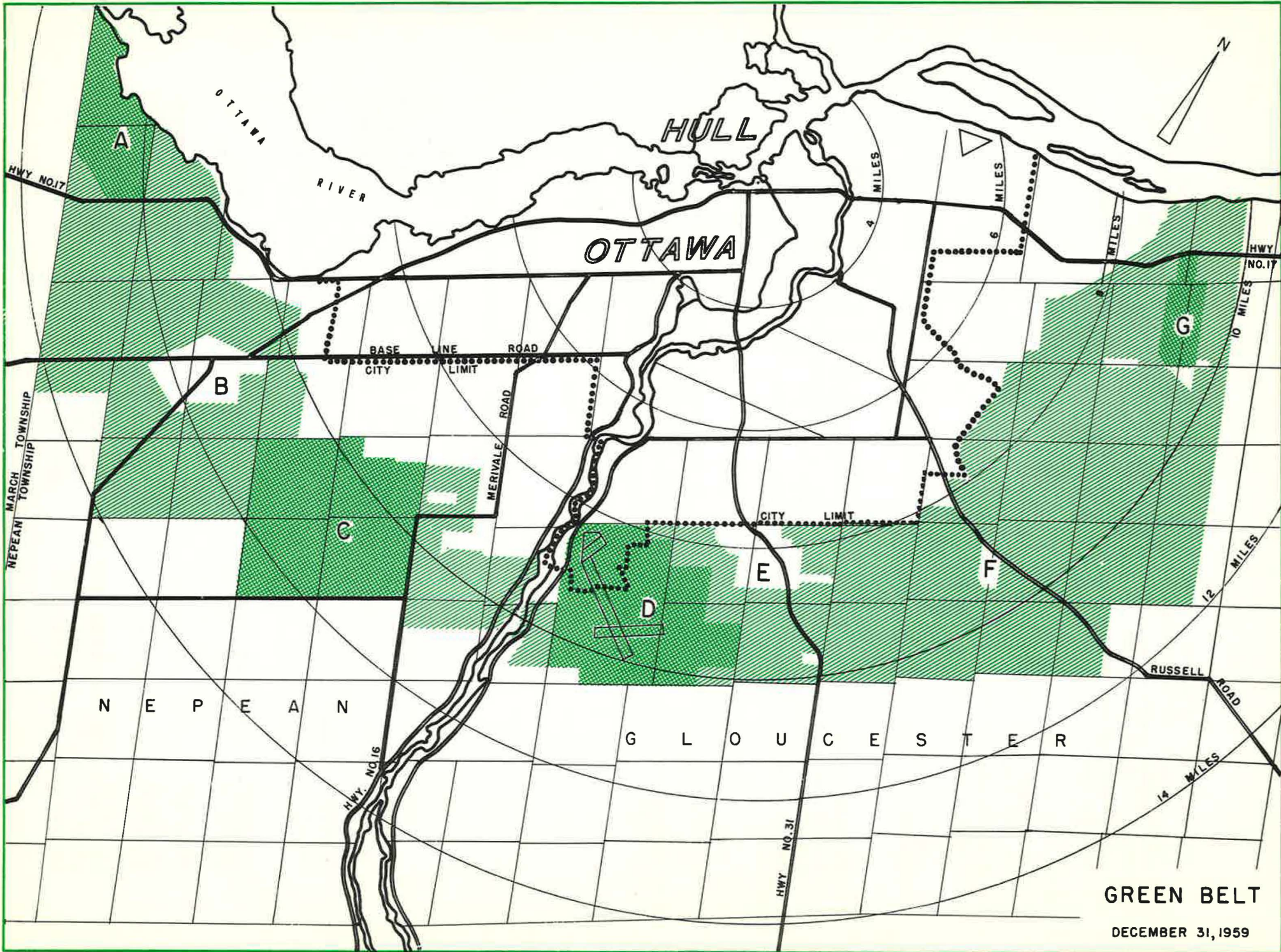
DESCRIPTION The Greenbelt, averaging about two and one-half miles in depth and covering an area of fifty-seven square miles, runs in a continuous 28-mile arc around the Capital's planned future urban limits from the Ottawa River at Green Creek on the east to the waterfront at the Nepean-March township line on the west. Within the 62-square-mile semi-circle formed by its inner boundary and the Ontario shore of the Ottawa River are the City of Ottawa, the residential Village of Rockcliffe Park, the Town of Eastview, and the suburban parts of the Townships of Nepean and Gloucester. Their combined population is about 277,000, and provided the population density does not change unduly, capable of expansion to about 400,000 within the area defined by the Greenbelt's inner line.

Greenbelt Map (right)

Semi-circular lines indicate two-mile intervals from Parliament Hill. Lot lines run north and south, concession lines east and west.

Lettered areas are as follows:

- "A" - Part of DND Connaught Rifle Ranges
- "B" - Bell's Corners Hamlet
- "C" - The approximately 4000-acre extension of the Dominion Experimental Farm
- "D" - Ottawa Airport
- "E" - Ramsayville
- "G" - DND Vehicle Proving Grounds



GREEN BELT
DECEMBER 31, 1959

This inner line was determined by engineering studies of the extent of the area which could be supplied with unified municipal water supply and sewage disposal at reasonable cost. Extensive sewer and water projects implementing the engineering recommendations (the Gore and Storrie Report, 1947) were initiated by the City of Ottawa in 1950.

The National Capital Plan Report recommends a Greenbelt completely surrounding the Ottawa-Hull Metropolitan area, with inside it living space for about 600,000 inhabitants. Only the Ontario section is being acquired at this time however, because urban sprawl is not yet a serious problem in the Hull area, and in addition some of the lands which would comprise the Quebec section have been acquired by the Commission for Gatineau Park.

Of the Greenbelt area of 37,500 acres, three-fifths lies in the Township of Gloucester on the east and the remainder, except for about 100 acres within Ottawa's city limits west of Uplands Airport, is in the Township of Nepean west of the Rideau River. It comprises:

- 22,500 acres in farm or suburban land use;
- 6,200 acres of existing federal holdings; including Uplands Airport, Department of National Defence Property at Connaught Rifle Ranges and the Vehicle Proving grounds, and Defence Research Board properties at Shirley's Bay.
- 6,900 acres of wooded and waste lands;
- 900 acres of stream and bottom lands;
- 1,000 acres of railway and road use lands.

There are approximately 1,000 property owners in the 31,300 acres of privately-owned lands, about 600 engaged in agriculture, including dairying, poultry farming and market gardening. The majority of the remaining 400 are suburban property owners, mostly of single-family dwellings on relatively small lots along the highways and suburban roads.

ADMINIS- To expedite the acquisition and facilitate the
TRATION administration of the large number of privately-owned Greenbelt properties to be taken into ownership, the Commission appointed a Land Committee empowered to deal with all acquisition under \$25,000 in value and refer directly to government Treasury Board for approval of those over this amount. The Planning Division was reconstituted as the Planning and Property Division, and new appointments were made of staff experienced in agricultural and other property appraisal, acquisition and management.

LAND ACQUISITION
PROGRESS
and COSTS

At the end of 1958 the Commission had dealt with eighty-two options, totalling 6,327.3 acres, with a value of \$4,261,152, and more options were being negotiated. It is expected to complete the Greenbelt acquisition program within two to three years.

Prices being paid are the current market value of the lands, which, because of the potential development value resulting from their proximity to the center of a rapidly-growing metropolitan area, is higher than ordinary farm prices.

Negotiations in most cases are carried on directly between the owner or his fully-accredited agent and the Commission. Greenbelt land owners have been invited through the press, radio and television to communicate with the Commission.

From experience to date, there is no reason to believe that the unit costs of Greenbelt lands will vary greatly from those estimated in the brief presented to the Joint Parliamentary Committee on the FDC in 1956.

AGRICULTURAL LEASES

The Commission announced that, inasmuch as one of the purposes of the Greenbelt was to preserve the good farm lands and market gardens adjoining the urban area, wherever possible farmers would be encouraged to remain on their lands on five-year leases renewable annually. Rentals, to be assessed separately for each property in order to reflect market rental value, would ensure a living commensurate with the quality of the farm and its operation. The Commission would assume an owner's accepted responsibility for upkeep of farm buildings, etc., on a "good tenant-good landlord" basis. Negotiations on additions to permanent farm plant to improve operations and increase returns would be welcomed. Such improvements, if economically sound, (such as bulk milk coolers required to retain large dairy contracts) would be made by the Commission and amortized through rental over an economic period of years.

FEDERAL USE

On July 31 announcement was made jointly by the Department of Agriculture and the Commission that 4,000 acres in the southwest section of the Greenbelt would be used by the Central Experimental Farm for early development of an Animal Research Centre. This will increase to 10,200 acres the extent of Greenbelt lands in federal use, or over a quarter of the Greenbelt's 37,500 acres.

INDUSTRIAL USE

The Commission has offered to sell the Northern Electric of Canada approximately seventy-five acres of land in the westerly section of the Greenbelt for establishment of a campus-type research centre in the Capital.

CONSTRUCTION
FEDERAL DISTRICT COMMISSION MASTER PLAN PROJECTS

THE RAILWAY RELOCATION PROGRAM The key project in the National Capital Plan is the removal of practically all the railway lines from the central area to the outskirts, thus making available for desirable redevelopment some 315 acres of railway-occupied lands, removing 40 miles of trackage from the metropolitan area, and eliminating 78 level crossings. The abandoned railway rights-of-way are to be used for arterial roadways. The program is planned in three stages.

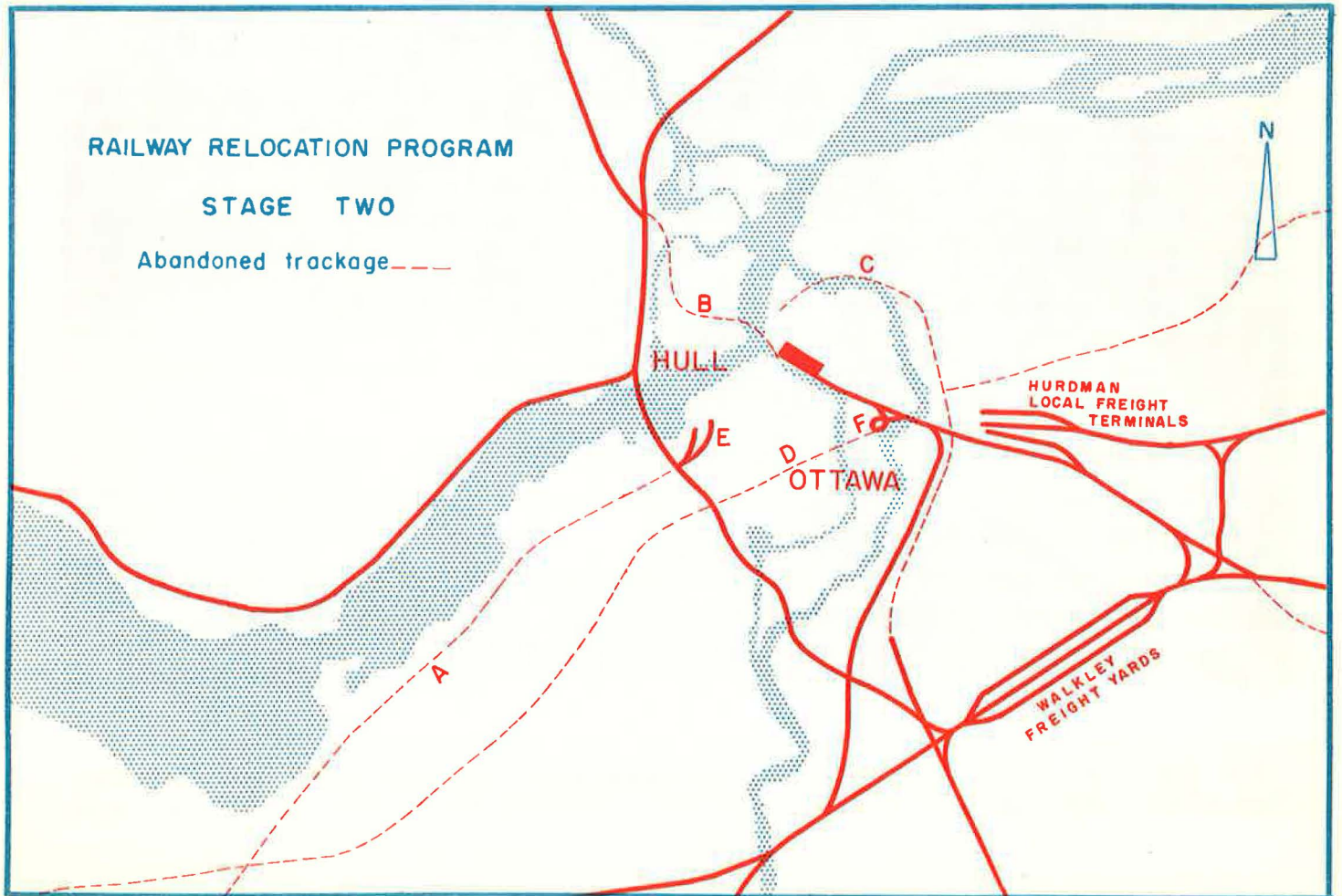
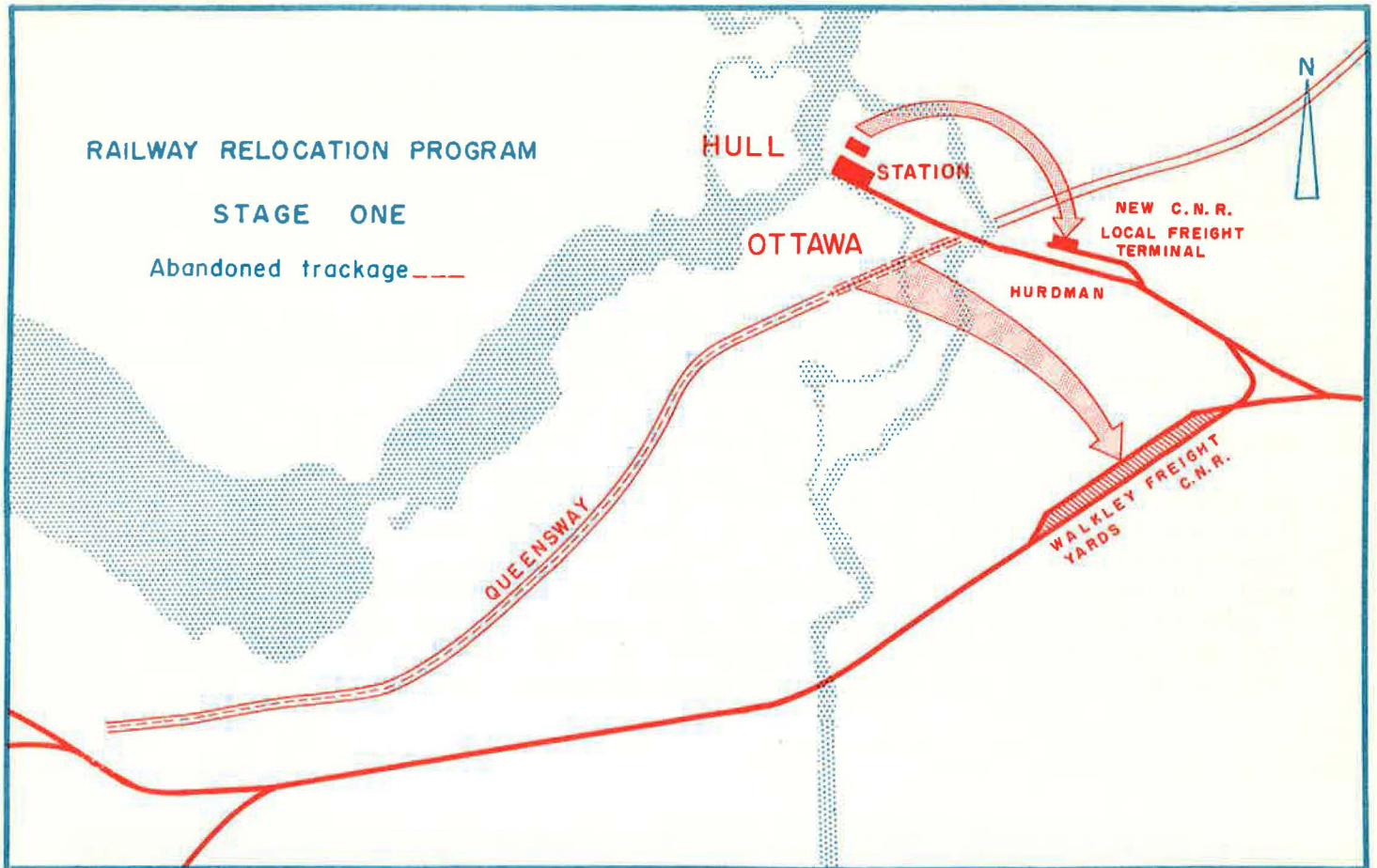
Stage One, illustrated by map top right, was begun in 1950 and completed in 1958. A new connecting rail belt was built across Ottawa's southern fringes parallel to the Walkley Road, and along it were constructed new freight yards and freight-car repair and maintenance facilities. In 1955 the CNR transferred freight operations to the new Walkley yards, abandoning its old Bank street yards, most of the crosstown tracks, and reducing operations on the short remaining section between Preston street and the Rideau River by seventy-five percent. In the spring of 1958 CNR local freight services were moved from the Union Station area to a newly-constructed local freight terminal at Hurdman, east of the Rideau River.

The FDC installed the new facilities at a cost including property, of \$3,590,875 and in exchange received valuable railway-owned properties in the central area. Stage One eliminated twelve miles of trackage in the Capital and eleven level crossings.

Stage Two of the railway relocation program will take an estimated five years to complete from the year the Commission receives authority to proceed. General agreement on details was reached in 1958 between the FDC, the CNR and the CPR. The second stage is designed to eliminate all CNR-CPR duplicate trackage in the metropolitan area by establishment of joint terminal rail operations in the area south of the Ottawa River. It will also relocate remaining freight yard and roundhouse operations and local freight services in the permanent new rail areas at Walkley and Hurdman, which are located and designed with this purpose in view. The map lower right shows the facilities to be progressively abandoned:

- (A) CPR main-line operations from Bell's Corners to Nepean Bay
- (B) CPR Ottawa-Hull connection via the Interprovincial Bridge
- (C) The CPR Sussex street spur
- (D) The CNR connection to the Chaudière via the crosstown tracks
- (E) The CPR Broad street freight yards and local freight terminal
- (F) The CNR Nicholas street and Ottawa East roundhouse facilities

Stage Two eliminates a further sixteen miles of railway trackage from the metropolitan area and another eighteen level crossings. It also brings into FDC ownership 230 acres of railway-occupied lands.



Stage Three As the major problems caused by the present railway locations largely will be eliminated with completion of Stage Two, the third stage may not be necessary for at least a quarter of a century. By that time the center of population of the Capital and its satellite communities will probably warrant relocation of the Union Station at the Walkley Road site, and the subsequent removal of the remaining rail facilities in the central area.

CHAUDIÈRE IMPROVEMENTS Improvements to the Hull approaches to the CROSSING bridges, completed in 1955, have practically eliminated traffic congestion at this crossing of the Ottawa River between the Capital and Hull.

A steel trestle bridge was constructed over the "Devil's Hole" of the Chaudière Falls, providing separate north and south traffic lanes, and the remainder of the roadway was widened from 24 to 46 feet. The project included removal of the Ottawa Transportation Company street railway trackage at the Chaudière and the substitution of buses on this route to Hull. As an added result, the appearance of Wellington street at the west end of Parliament Hill was improved by the removal of streetcar tracks and their attendant overhead trolley wires.



The improved Hull approach to the Chaudière Bridges over the Ottawa
The right lane of the divided roadway section is on the new steel span

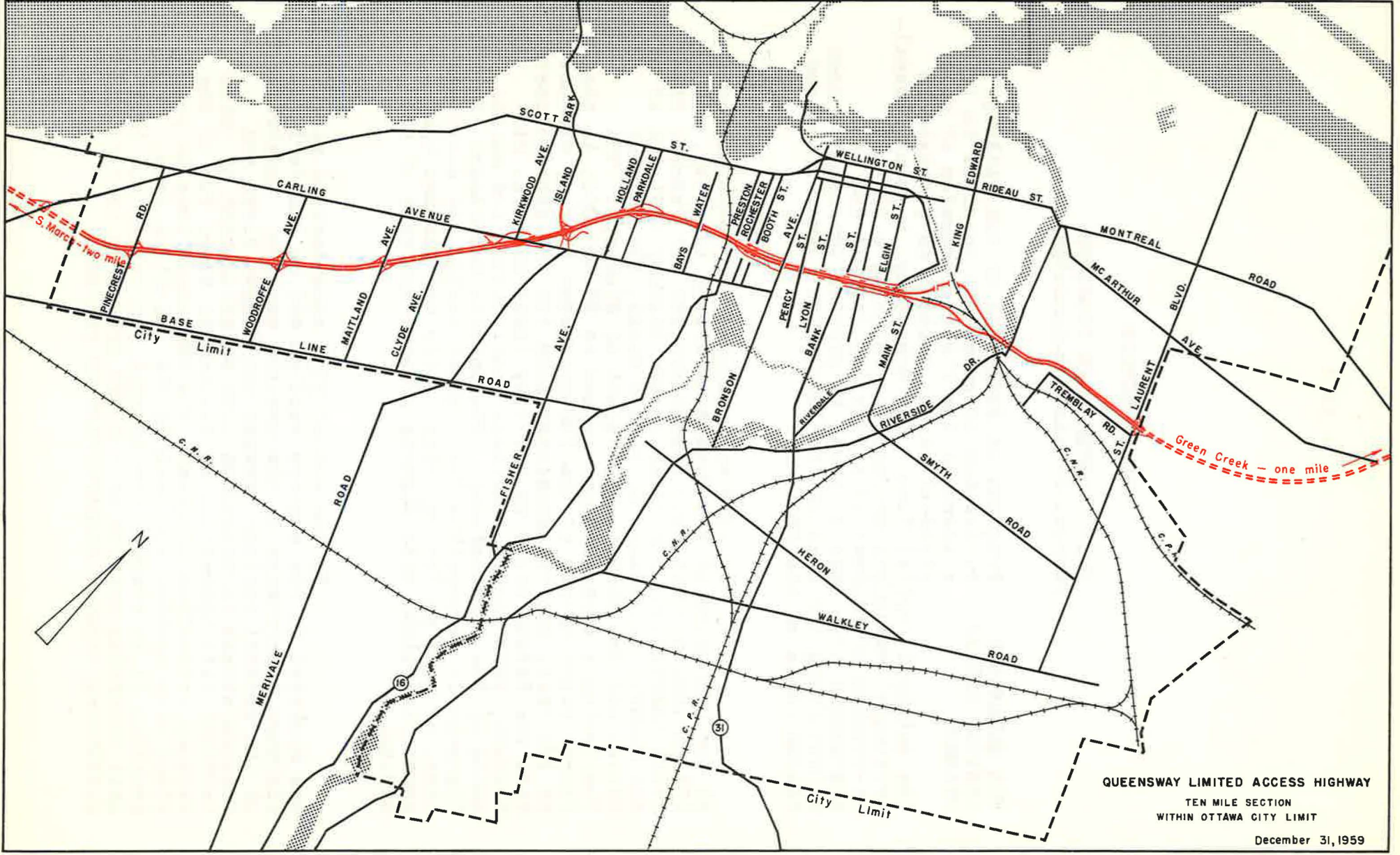
CONSTRUCTION

JOINT MASTER PLAN PROJECTS Federal-Provincial-Municipal

THE QUEENSWAY LIMITED ACCESS HIGHWAY Progress on Stage One of the railway relocation program made possible in 1956 a start on the first conversion of rail right-of-way to roadway as proposed in the National Capital Plan. The Queensway, a joint federal-provincial-municipal project, is actually a 17½-mile re-routing of Highway 17 across the Capital and its approaches from east to west, by-passing the central area by utilizing for most of its length the former crosstown tracks route of the CNR.

In 1956 an agreement for construction of the ten miles of the Queensway within the city, a \$31,000,000 project, was signed between the Federal District Commission, the Trans-Canada Highway Division of the Federal Department of Public Works, the City of Ottawa and the Ontario Department of Highways. The Commission's contribution, valued at \$8,600,000, is the former right-of-way of the CNR crosstown tracks, widened to 180 feet, and the necessary land for the section east from the Rideau River to the city limit at Blvd. St.-Laurent, plus future landscape construction and maintenance of the right-of-way. The Ontario Department of Highways is responsible for highway design and construction, as well as for building on its own account the connecting links with Highway 17 east and west of the Capital.

By the end of 1958 considerable progress was achieved in the eastern section and on the Carling-Kirkwood interchange in the western section. Construction of the central section between the Rideau River and Preston street is dependent upon establishment of joint terminal rail operations as planned in Stage Two of the railway relocation program. The CNR would thus be provided with another approach to the Chaudière area, enabling it to abandon the present connection via this last remaining section of the old crosstown tracks, and permitting highway construction to proceed.



QUEENSWAY LIMITED ACCESS HIGHWAY
TEN MILE SECTION
WITHIN OTTAWA CITY LIMIT
December 31, 1959



The Queensway limited access highway, extreme right, top to bottom, as shown on the scale model of the National Capital. The view is east from Bayview Road to the Rideau River.

BRONSON AVE
CANAL BRIDGE

In September 1958 an agreement was signed between the City of Ottawa, the FDC and the federal Department of Transport for construction of a high-level bridge over the Rideau Canal at Bronson avenue. The new bridge is part of a project to make Bronson avenue part of a new southern entrance to the Capital and a main link with the Queensway. The bridge, with its approaches, is a city project, estimated to cost \$1,600,000, of which the FDC is contributing forty percent. In addition the Commission will do all the landscaping required and maintain all landscaping adjacent to the bridge and approaches.

JOINT PROJECTS PRIOR TO 1958

Among the FDC main projects carried out prior to 1958 to which the City of Ottawa contributed was the Mackenzie King Bridge, the first completed project in the National Capital Plan. It was opened to traffic in 1951.

The Commission contributed to the following City of Ottawa major construction projects:

Carling avenue widening, from Bronson west to Kirkwood, completed in 1957. The FDC and the Department of Agriculture contributed part of the land necessary for the widening.

Sussex Drive and the Bytown Bridges, completed in 1954. The project included reconstruction of the street from Rideau to Princess street beside Government House grounds, widening and boulevarding from Boteler to the Rideau River, construction of the Bytown Bridges over the river at Green Island, and the removal of streetcar tracks and overhead wiring.

Hon. George Dunbar Bridge, opened to traffic in 1956, which extended Bronson avenue southerly over the Rideau River providing direct access to the Rideau Heights government building site, where are being relocated the Department of Public Works, the Post Office Department, the Canadian Broadcasting Corporation, etc. The bridge also is part of the project to make Bronson avenue a new southern entrance to the Capital.

Top Right:

Carling Avenue
widening in the area
of the Dominion
Experimental Farm.

Bottom Left:

Sussex Drive, the
Bytown Bridges and
Ottawa's new City Hall.

Bottom Right:

The Dunbar Bridge,
view north to
Bronson Avenue from
the Rideau Heights
government building
site and the Rideau
River.



"Advance of Need" Municipal Sewer
and Waterworks Projects,

on which the FDC pays the interest on the cost of construction of approved projects for varying periods of from two to twelve years. Through this form of financial assistance the City was able to provide water supply and sewage disposal to new federal departmental buildings in advance of actual municipal need for such services in the sections of Ottawa concerned. The projects were begun in 1951 and follow the recommendations of the Gore and Storrie engineering report of 1947 on unification of municipal services in the Ottawa metropolitan area. The sewage installations are designed with the ultimate object of connecting with a city sewage disposal plant at Green Creek in the east end, which will eliminate pollution of the Ottawa River by the city. The inner line of the Greenbelt approximately delimits the area to be served by the sewage disposal plant. In addition the FDC is contributing to the cost of the sewage disposal project by payment of annual grants for twelve years on the cost of the land for the future sewage disposal plant at Green Creek.

From 1951 to the end of the current fiscal year FDC payments on these "advance of need" projects will total \$1,645,323.

In 1958 the City of Ottawa completed engineering surveys and cost estimates on construction in three stages of the sewage disposal plant and connecting trunk sewers and sent a request to the Commission for a substantial federal contribution to the cost of the first stage. The remaining two stages would be executed at city expense. If requested by the government, the Commission will study the request and make a recommendation.

The Commission from time to time has had discussions with other municipalities with a view to making similar financial arrangements for their "advance of need" sewer and water requirements. However, as a necessary preliminary step, the Commission requires engineering studies and reports on need and proposals.

PROPERTY
ACQUISITION and ADMINISTRATION

History
Park and Parkway Lands
Railway Relocation
and
Industrial Lands
Queensway Project Lands
Greenbelt Lands
Gatineau Park Lands
Administration, Urban
Properties
Financing of Property
Acquisitions

HISTORY Through an energetic acquisition program begun in 1947 the Commission has obtained practically all the properties required for the future implementation of its National Capital Plan projects in the metropolitan area of the Capital. The Department of Public Works and other departments and Crown agencies, in accordance with Master Plan recommendations, also acquired large tracts of land in various parts of the urban area for building sites required by the extensive government building program, which began at the same time.

PARK AND PARKWAY LAND ACQUISITIONS Urban lands acquired for parks and forty-five miles of new parkways will add about 4,000 acres of landscaped open space in the Ottawa-Hull metropolitan area. New parks, such as Hog's Back, completed, and Leamy Lake, under construction, are reported upon in the Parks section on pages 42 and 43. Future parks and parkways for which practically all lands have been acquired, are as follows:

Eastern-Western Parkway: - a twenty-mile semi-circle around the Ottawa urban area from Britannia on the west to a junction with Rockcliffe Park Driveway on the east. The western section will include a connection to the Commission's Experimental Farm Driveway.

Ottawa River Parkway: - a six-mile parkway along the Ottawa waterfront from Nepean Bay west to Britannia.

Rideau River Park: - a ten-mile park strip along the east bank of the Rideau River from Rideau Falls to Hog's Back.

Hull South Parkway:- a four-mile parkway from the Quebec waterfront at Deschênes, northeasterly to a junction with already-constructed Lac des Fées Parkway in West Hull, with a branch easterly along the Ottawa River waterfront to provide a direct connection with the Hull end of the Commission's Champlain Bridges.

Station Boulevard:- a three-mile arterial road running southerly from the vicinity of Hurdman to the proposed future station at the Walkley Road.

New Southern Entrance:- a proposed new roadway to connect with Highway 31 south of the Capital, and running thence northerly east of Bank street to the Dunbar Bridge and Bronson avenue. Lands are largely acquired from the city limits north to the Rideau Heights government building site at the Brookfield Road.

RAILWAY RELOCATION and INDUSTRIAL LANDS All lands have been acquired for the entire railway relocation program under the National Capital Plan. Located across Ottawa's southern boundary and at Hurdman on each side of the Rideau River in the southeast part of the Capital, they comprise approximately 600 acres already occupied for trackage, yards and freight and passenger terminals, plus reserve for planned future rail installations. To accommodate industries using rail services displaced by the railway relocation program plus an adequate reserve, and to encourage desirable industrial development in the Capital, approximately 1410 acres were acquired adjoining the railway relocation lands.

QUEENSWAY LANDS PROJECT The federal-provincial-municipal agreement of 1956 for construction of the ten miles of the Queensway limited access highway within the city required the Commission to contribute the right-of-way of the former CNR crosstown tracks, widened to 180 feet, plus the remaining road allowance east of the Rideau River to the city limit at Blvd St.Laurent.

GREENBELT LANDS On October 22 the Commission was authorized to proceed with the acquisition of approximately 31,500 acres of privately-owned lands to establish the Greenbelt around the National Capital. The balance of the Greenbelt's total area of 37,500 acres is already owned by the federal government. At the end of the year eighty-two options had been dealt with, totalling 6,327.3 acres, valued at \$4,261,152. Thus close to twenty percent of the privately-owned Greenbelt lands were acquired by December 31, 1958. Acquisition of the remaining approximately

26,000 acres is expected to take from two to three years, as there are approximately 1,000 landowners in the Greenbelt.

GATINEAU PARK At the end of 1958 the Commission had purchased 57,000 of the 75,000 acres of the planned park area. Most of the small private holdings and farm lands in areas of the park where public recreation facilities were planned have been acquired. The bulk of the remaining acreage is in leased or owned timber limits and Crown lands in the right of the Province of Quebec. Estimated expenditures on land acquisitions to the end of the 1958-59 fiscal year are \$3,385,756

ADMINISTRATION: Habitable dwellings on urban lands
URBAN PROPERTIES acquired by the Commission for future planning projects are rented until such time as construction requires their removal. Dwellings categorized as sub-standard by local municipal authorities are demolished. Previous owners or occupants are given first option of tenancy at rentals based on a percentage of the purchase price, but equivalent to commercial rentals for similar accommodation. Rent includes cost to the Commission of normal maintenance, insurance and local taxes, the latter remitted to the municipality.

Taxes, or grants in lieu of, are not paid on vacant, unrented properties (except in Gatineau Park) but municipal local improvement charges are paid where they were in force before the Commission acquired the lands.

FINANCING OF PROPERTY ACQUISITIONS Between 1947 and 1957 moneys for land acquisition were mostly provided out of the National Capital Fund. Since 1957 acquisitions for long-term projects, such as future parks and parkways (except Gatineau Park) and, more recently, of Greenbelt properties, have been financed out of government loans, leaving the National Capital Fund for expenditures on Capital projects, lands for Gatineau Park, and assistance to municipalities.

Interest is paid on loans used to create this "land bank" of properties held for future developments. When construction begins the properties required for the project are taken out of the "land bank", and because their cost is considered part of the capital cost of the project, the loan will be repaid out of the National Capital Fund.

A special vote in the Commission's estimates was established to meet annual interest charges on "land

bank" and Greenbelt land loans. Interest charges for the current fiscal year will be approximately \$200,000.

National Capital Fund land expenditures, exclusive of Greenbelt acquisitions, up to the end of the current fiscal year are estimated at \$11,384,411, to which are added expenditures out of loans estimated at \$3,698,928, a total of approximately \$15,083,339.

A government loan credit of \$7,500,000 is available to the Commission this fiscal year, \$5,500,000 of it for Greenbelt lands, and the remaining \$2,000,000 for "land bank" acquisitions. As of December 31, a total of \$1,000,000 had been paid out in Greenbelt settlements, and options or negotiations for approximately \$4,500,000 were in process.

Cumulative expenditures for land acquisitions to the end of the fiscal year on March 31, 1959 are therefore estimated as follows:

Special Statutory Grant of 1946 (\$3,000,000).....	\$ 2,903,611
National Capital Fund	11,384,411
Government loans 1957-58	1,772,545
Government loans 1958-59	7,500,000
	<hr/>
Total	\$23,560,567

By type of project, the expenditures to the end of the fiscal year are estimated as follows:

Parkways in Ontario	\$11,828,703
Parkways in Quebec	1,245,897
Railway and Industrial Sites	1,520,466
Mackenzie King Bridge (1950)	501,454
Greenbelt lands, Ontario (loan credits)	5,573,617
Additional lands for Queensway	2,890,430
	<hr/>
Total	\$23,560,567

URBAN PARKS

Between 1899 and the outbreak of the Second World War the Commission developed about 900 acres of parks in the Ottawa-Hull urban area. Some of these, such as Rockcliffe and Strathcona, are developed on lands leased from the City of Ottawa. Others, such as Major's Hill and Nepean Point are on lands owned by the Department of Public Works. Since 1945 the system has been considerably extended by developments at Hog's Back, waterfront parks on the Rideau and Ottawa Rivers, and additions to Jacques Cartier Park east of the Interprovincial Bridge in Hull.

The landscape architecture of the parks is designed to suit their use and location, and extensive studies are made to determine best design and equipment of new parks. The overall system thus provides variety in both appearance and use. Maintenance, including care and renewal of plantations, care of grass areas, paths and furnishings is generally considered to be of a high order.

NURSERY, The Commission operates a nursery of approximately
GREENHOUSES thirty acres, one of the main functions of which is to grow first-quality trees to large sizes which will be in scale with the public buildings and parkways when they are planted. The nursery is located in the Alta Vista area, partly on Commission-owned land, and partly on land leased from the Department of Veterans Affairs at the Rideau Health and Occupational Centre.

A small number of greenhouses are operated in Rockcliffe Park to produce annual flowers for border plantings. The greenhouses are operated only from late March to early June.

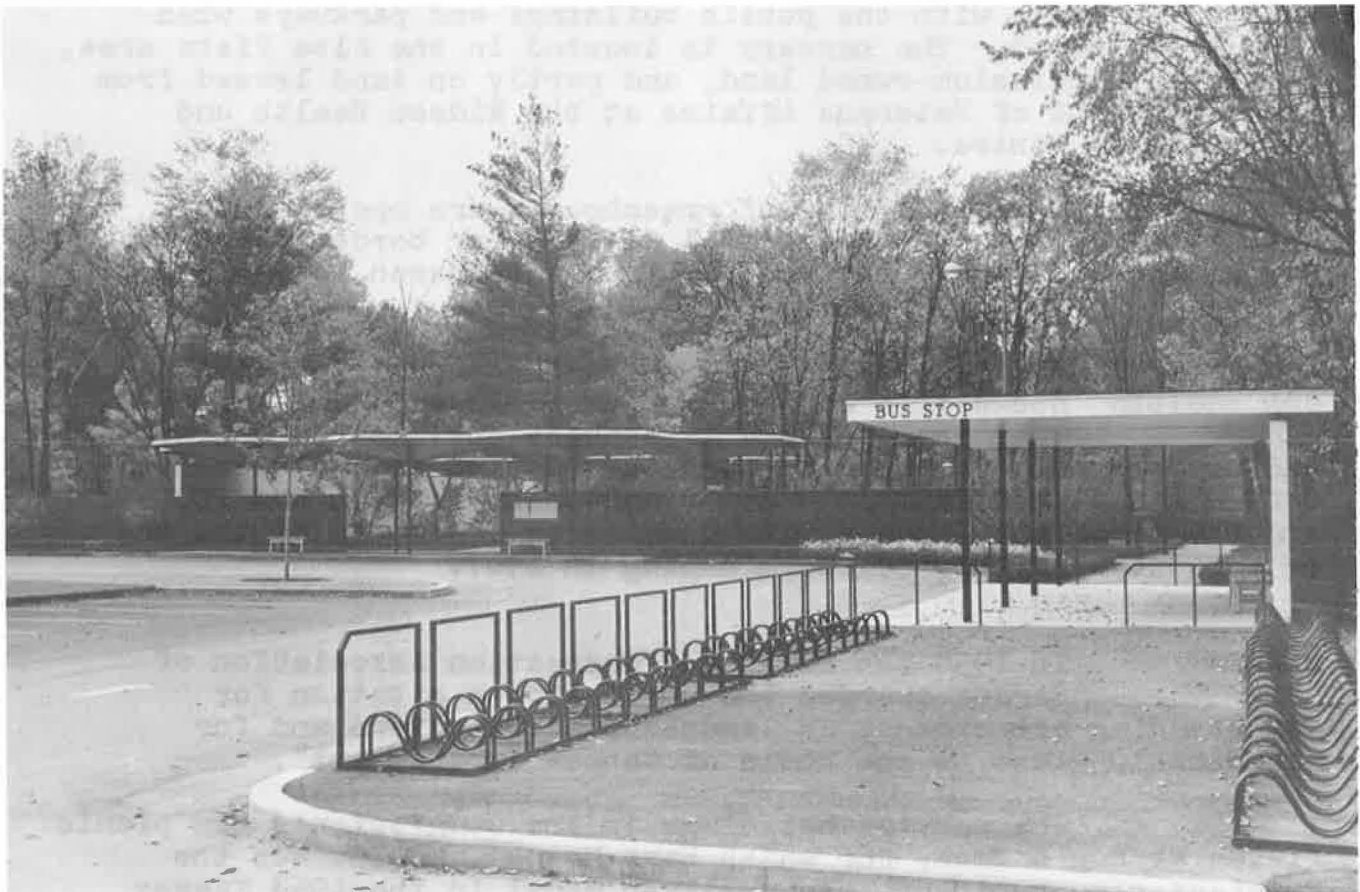
REFRESHMENT The Commission owns refreshment pavilions in
CONCESSIONS Rockcliffe and Hog's Back parks and Gatineau Park. They are operated as concessions, let on tender, and profits help defray costs of construction and maintenance. Café Champlain on Bate Island, by agreement between the FDC and the proprietor, comes into Commission ownership at the end of a twenty-year period, terminating in 1967.

AWARDS In 1958 the Parks and Recreation Association of Canada awarded the Commission a citation for "outstanding achievement in landscape architecture and for leadership given to the whole of Canada in this art".

The service buildings in the Commission's new picnic fields at Hog's Back, for which Hart Massey, MRAIC, was the Commission's architect, won a silver medal in the 1958 Massey Awards in Architecture.

In addition to normal improvements in the parks system a number of major projects were carried out:

HOG'S BACK PARK and PICNIC FIELDS After three years of development, seventy-five acres of fully-equipped picnic fields were opened to the public this spring immediately north of the fifty-acre park adjacent to Hog's Back Falls. Facilities provided include a refreshment pavilion, (an FDC concession) rest rooms, first aid room, mother's nursing room with facilities for infant care and feeding; public shelter, loading platform for buses and passenger cars; paved parking for 540 cars, bicycle racks, picnic tables to seat 3,000 persons, numerous fireplaces of different types, drinking fountains, seven baseball diamonds, a square-dancing platform, a council ring and hiking trails. Public address systems are available on rental and may be set up in numerous locations on an underground power supply network. Additional park structures are proposed, including a combination band-shell and open-air theatre. During its first summer of use the new park had registered picnics of fifty persons or over, with a total attendance of over 23,000. However, with unregistered groups of under fifty and unreserved public access on week-ends and holidays, the total number of visitors to the park, judging by the traffic congestion on nice days, was several times that figure.



Hog's Back Park picnic fields. Bus stop, bicycle racks, from the parking area, with the public shelter and refreshment pavilion in background.

LEAMY LAKE PARK, HULL Development continued of this new 125-acre park for the Hull area. The access road from Fournier Boulevard was graded, given preliminary surface treatment and curbed. Two overlooks were constructed, one facing east so that visitors can watch log-sorting operations on the Gatineau River; the second on a bend of the river farther north, with a beautiful view up the Gatineau River valley. Preliminary grading of one-quarter of the parking area near Leamy Lake was done to provide partial parking accommodation. Large plantations of pine and spruce were placed in strategic locations, as the park area is lacking in evergreens. Full picnic facilities and a refreshment pavilion are proposed. Discussions have been held with the City of Hull on a municipally-constructed and operated bathing beach on the lake.

BATE ISLAND Minor improvements were made in the parking lots and plantations on this small island in the Ottawa River, which is reached via the Commission's Champlain Bridges.

HAMPTON PARK Increasing use of this fifteen-acre park on the west side of Island Park Drive by day campers and tourists made necessary the construction of a public rest room, with attached tool shed for use of the park maintenance staff.



Leamy Lake Park, Hull. Parking area of overlook west side of the Gatineau River from which log-sorting operations may be viewed.

DOW'S LAKE PARK The Carling avenue widening project reduced the area of this park, part of which formerly was loaned to the City Recreation Department for junior baseball diamonds. A new park, without sports facilities, was therefore constructed in the area bounded by Carling, Preston street and the FDC Driveway around Dow's Lake.

BRONSON PARK Reconstruction of this small park at the north end of Bronson avenue was made necessary by the re-designing of traffic circulation lanes at the intersection of Sparks and Wellington streets. New grading, sodding and general rehabilitation were carried out.

STRATHCONA PARK Construction was begun of a new public rest room at the northeast end of the park, adjacent to the children's wading pool. The cost is being shared equally by the City of Ottawa. The building will include storage space for use of the park maintenance staff, the extra cost of which is being borne by the Commission. The structure was designed by W. E. Fancott, MRAIC.

ROCKCLIFFE PARK The design by Jean Issalys, MRAIC, of a new refreshment pavilion located in the narrow waist of the two halves of the park has been approved. The public shelter and rest rooms constructed at the overlook of the Ottawa River many years ago will continue in use, however, due to continuing extensive use of the park by the public. The park, one of the oldest constructed and maintained by the Commission, is noted for its century-old white pines, many of which are reaching the maximum size which the depth and type of soil will permit. Commercial fertilizers are being applied with considerable success to prolong their life. For the past twenty years young trees, mostly pines and hemlock, have been planted among the old trees to replace those which have to be gradually removed, making their inevitable loss less noticeable. The hemlock have been planted in the more shaded areas.

RIDEAU FALLS PARK Removal of the old lumber mill buildings on Green Island, which until a few years ago housed the Dominion Bureau of Statistics, and of those on John street, formerly occupied by the National Film Board, has made possible the creation of this new park occupying the northern tip of Green Island across Sussex street from the new City Hall as well as the Rideau waterfront across John street from the French Embassy. The old building foundations, roads and walks were removed, and heavy grading, sodding and planting followed. An overlook was constructed on the top of the National Research Council small hydro plant by the Department of Public Works, disguising this utilitarian structure, and a parking area and paths were constructed. The Commission made a small piece of land overlooking the south branch of the Falls available to the Imperial War Graves Commission for the site of a Commonwealth Air Forces Memorial.

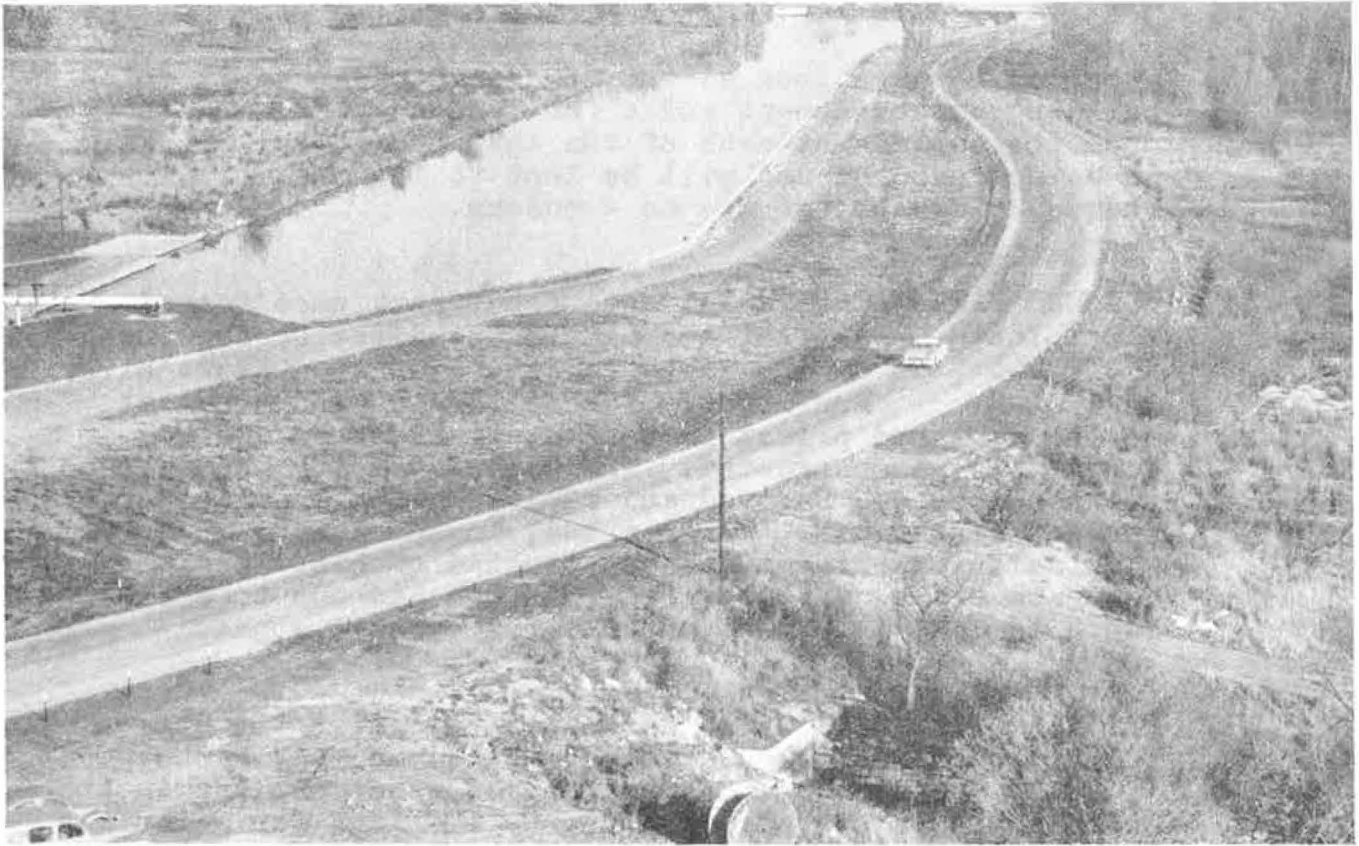
JACQUES CARTIER PARK, HULL Two acres of land were graded and put into turf. The old stone building, built about 1840 and

reported to have been at one time part of an early ship-building establishment and a fur-trading post, located near the waterfront east of the Interprovincial Bridge, is being restored and will be lent to the Hull Bibliothèque St. Joseph for use as a museum.

BREBEUF PARK This small waterfront park once formed
VAL TETREAU, part of the Little Chaudière Portage used
WEST HULL by the early voyageurs of the Ottawa River
Fur Trade. The setting of the monument
to the martyred priest Brébeuf at its western end was
completely reconstructed. The circular motor road around
the monument was removed and replaced with a paved terrace
for pedestrian use. The terrace, in the nature of a
Commission experiment, is constructed of cast-in-place
concrete flags, with the concrete brushed out to a shallow
depth to take a surface of coloured crushed stone.

PINHEY The Commission continued to assist the Ottawa
FOREST Board of Trade in the maintenance of Pinhey
Forest, a 100-acre reforestation project in the
Greenbelt east of Uplands Airport, the land for which was
donated to the Board of Trade by the late Charles Pinhey
of Ottawa. During the year 3,500 nursery trees were set
out, and the usual fire protection practices were followed.
The year's growth on the reforestation plots was excellent.

MOONEY'S The Commission has leased land to the city
BAY BEACH on the east shore of Mooney's Bay south of
Hog's Back for development of a municipal
recreation area. The main beach has been graded and
sanded, and staff consultations have taken place on pre-
liminary building and site plans, for which the Commission's
approval is required.



Top, Colonel By Drive, along the east bank of the Rideau Canal, Ottawa.
Bottom, Lac des Fées Parkway, from near Blvd Taché to Blvd Gamelin, Hull.

URBAN DRIVEWAYS AND PARKWAYS

Prior to 1947 the Commission developed twenty-two miles of scenic driveways in the Capital's urban area and since has added another four miles with the construction of Colonel By Drive in Ottawa and Lac des Fées Parkway in Hull, the latter on land partially contributed by the City of Hull.

Since April 1, 1947, however, \$9,688,844 has been expended on the acquisition of lands for an additional forty-five miles of urban parkways which will add 4,000 acres of landscaped open space to the Ottawa-Hull metropolitan area. Construction of the new parkways will be undertaken as funds are made available; in the meantime many small sections of the future parkway lands, particularly along the waterfronts, are being underbrushed and sprayed for poison ivy control to make them suitable for public use after the manner of the English "common".

Routes of existing driveways and future parkways are shown on the FDC information map, inside back cover.

NEW CONSTRUCTION

COLONEL BY DRIVE The only new driveway construction opened to traffic in 1958 was Colonel By Drive, built along the two-mile route of the old Canal Road on the east side of the Rideau Canal between Bronson avenue and Hog's Back. The northerly section, utilizing the bed of the old Canal Road around Dow's Lake, was opened in 1954 by the Queen Mother. The remaining section southerly to connect with the Hog's Back Road, was constructed on a new roadbed to permit landscaping of the Canal shore and construction of a waterfront footpath and a bicycle path. Paving was finished and the new driveway fully opened to traffic in October. Some large tree plantings were done, but most of the landscaping of the driveway remains to be completed. Construction cost to the end of the current fiscal year is estimated at \$236,000.

EASTERN PARKWAY A start was made on one lane of a mile and a quarter-long section of the Eastern Parkway from the Montreal Road southerly through CMHC grounds to the Ogilvie Road. Rough grading was done on half the section.

ORDINARY MAINTENANCE AND IMPROVEMENTS

Some 8,000 lineal feet of walks on the Driveway and Parks system were paved with asphalt, and an additional 5,000 feet were newly-built and surfaced with gravel and stone dust.

The work of re-surfacing the Driveway system continued during 1958, with completion of work on Island Park Drive from Scott street to Iona, and 2,000 feet of Echo Drive southerly from Clegg street.

The program continued of improving the Driveway lighting system by replacing old-fashioned lighting standards with modern luminaires on extensions of the old standards. During 1958, forty such installations were made on the east side of the Driveway from Laurier avenue south to the Elgin street subway.

Probably because local residents are somewhat proud of the Parks and Driveway system and the landscaping of the grounds of the federal public buildings, Commission property suffers little from vandalism. What there is chiefly takes the form of globe-breaking on old-fashioned, low-level lamp standards. In addition to modernizing these fixtures, as explained above, the Commission replaced the glass globes with plastic globes identical in appearance. Resistance of these to small missiles has been satisfactory.

The Commission, in cooperation with the Canadian Industrial Design Council, encourages new and better design of street and park equipment. An outdoor exhibit of park furniture and selected types of street lighting, the first permanent one of its kind in Canada, is on show on the Driveway along the east and north side of Dow's Lake.

DRIVEWAY AT DOW'S LAKE To eliminate a dangerous curve and at the same time provide an improved Driveway approach to the new Bronson avenue bridge over the Rideau Canal, the Driveway at the northeast corner of Dow's Lake is being relocated 100 feet farther out into the lake. Rock fill for the new roadbed and shoreline was dumped during the year, and construction is expected to be completed in 1959. This section of the Driveway has been noted in past years as the site of the Commission's largest and most spectacular tulip display. The additional space gained by relocating the roadbed will permit the display to be doubled from the present 50,000 to 100,000 bulbs, and increased lawn areas will enable the public to view the flowers in less hazardous and uncomfortable proximity to passing automobiles.

DRIVEWAY AND
PRETORIA AVE
INTERSECTION

At the request of Ottawa City Council, the Commission paid half the cost of removal of the traffic circle at the intersection on the Driveway at the west end of Pretoria avenue bridge. Traffic channels and signal lights were afterwards installed by the city. FDC share of the cost is estimated at \$9,000.

ISLAND PARK
DRIVE

Construction of curbs southward from the Champlain Bridges continued, affording a better definition of the roadside, and enabling fresh grading and turf to be established.

ISLAND PARK
DRIVE AND
RICHMOND ROAD
INTERSECTION

The Commission contributed \$5,994 to the cost of removal by the city of the traffic island on Island Park Drive at the Richmond Road. Traffic channels and lights have been installed.

FUTURE OTTAWA
RIVER PARKWAY

The route of the future parkway westerly along the waterfront was explored and alternative center lines studied. From Lazy Bay westward undergrowth was thinned and spraying was done to eradicate poison ivy.

FUTURE RIDEAU
RIVER PARKWAY

The land for this future parkway lying along the east bank of the Rideau River northerly from Billings Bridge, being low-lying and subject to flooding, has been under reclamation for several years by means of sanitary fill. Rich topsoil is taken off ahead of the sanitary land fill and re-laid behind as the grade is raised. During 1958 another four acres was added to the five acres previously covered and established in turf. Over 200 trees have been planted on the land so far reclaimed north from Billings Bridge.

SUSSEX DRIVE

Demolition of old houses between Sussex Drive and Lady Grey Drive opposite the residence of the British High Commissioner was undertaken, enabling further grading, seeding and tree planting to be carried out.

LAC DES FEES
PARKWAY, HULL

Shrubbery planting was completed on the steep easterly banks as the City of Hull constructed service roads for adjacent housing. Border and other plantations were made throughout the length of the parkway.

FLORAL DISPLAYS

The Capital's floral displays have attracted international attention over the past ten years. Most spectacular are the three spring shows when about three million crocus, daffodils and tulips bloom in succession through April and May in the parks, along the driveways and in the grounds of the public buildings.

The displays, particularly the tulips, bring an increasing number of visitors to the Capital. To draw public attention to the tulip show, the Ottawa Board of Trade in 1951 began sponsorship of the Annual Canadian Tulip Festival. The seventh observance of the festival was officially opened by Prime Minister Diefenbaker on May 16. Excellent weather conditions over the preceding spring and winter made the 1958 bulb display a particularly good one.

As has been her custom each year since 1945, Queen Juliana of the Netherlands, in remembrance of Ottawa war-time hospitality to herself and her family, presented the Commission with a gift of about 16,000 tulip bulbs for planting in the Capital. In accordance with the terms of the annual gift, 4,000 of the bulbs were given to the city for planting in the grounds of the Ottawa Civic Hospital. The balance was planted on the east side of the Driveway approach to Confederation Square.

The Associated Bulb Growers of Holland also presented the Commission with 15,000 tulip bulbs. These bulbs were planted in a new bed in Major's Hill Park (located for the benefit of photographers) following a ceremony when Miss Helena Quant, the Dutch Tulip Queen, presented the gift during her visit to Ottawa in September.

As in the past, the beds in which the gifts of bulbs are planted will be identified by suitable signs.

CROCUS New plantings of crocus bulbs totalled 133,000, some of which will extend the approximately one million bulbs already planted, and the remainder will replace exhausted bulbs. The plantings on the Driveway on both sides of the canal were increased, and plantings were made in the lawns around the statue of Sir Robert Borden on Parliament Hill.

DAFFODILS The original main plantings of about a million bulbs in the fields adjacent to the Commission's Rockery in Rockcliffe Park at the north end of Acacia avenue have multiplied to the point where thinning is desirable. The number of transplants to Lac des Fées Parkway in Hull was increased to 50,000, and others were placed in the grounds of new government buildings.

TULIPS An additional 133,000 tulip bulbs of different varieties were planted in 1958, and 78,000 were transplanted to new locations. New beds were established in Major's Hill Park and on the east side of the Driveway approaching Confederation Square.

Below: Tulips - Driveway at Dow's Lake



Gatineau Park

Right: Ski Scene

Bottom: Lac Philippe,
Picnic Grounds
and
Swimming Beaches



GATINEAU PARK

Creation of a large park in the beautiful wooded hill and lake country of the Quebec Laurentians north of the Ottawa-Hull metropolitan area is one of the Commission's major projects in the National Capital Plan. Acquisition of lands in the Kingsmere area was begun in 1938, and the project was greatly accelerated after 1945 when it became an integral part of the new Master Plan. A Gatineau Park Committee made a report on the suggested development of the Park.

The park is in the shape of a wedge, about 117 square miles in area, with its apex on the Ottawa River at Val Tetreau in the western part of Hull. It extends northwesterly thirty-one miles to the area of Lac LaPêche. At its widest point, between Wakefield on the Gatineau River and the edge of the Laurentian escarpment overlooking the Ottawa River, it is nine miles across. Within it are four large lakes and about forty small ones.

The object of the Commission is to develop its facilities as a year-round outdoor recreation area for the use and enjoyment of the public, but without spoiling its natural beauties.

Throughout the summer months, particularly on holidays and week-ends, the park's picknicking, camping, swimming, and woodland hiking facilities are used extensively by local residents and visitors from other parts of Canada and abroad. Later in the year the autumn colouring of the wooded hillsides attracts thousands of visitors; and in the winter the park is a skiers' paradise. The Ottawa Ski Club, with activities centered at Camp Fortune, has the largest active membership of any ski club in the world.

The park is a bird and game sanctuary, but hunting in season is permitted at the far westerly end where Commission land ownership is not yet extensive.

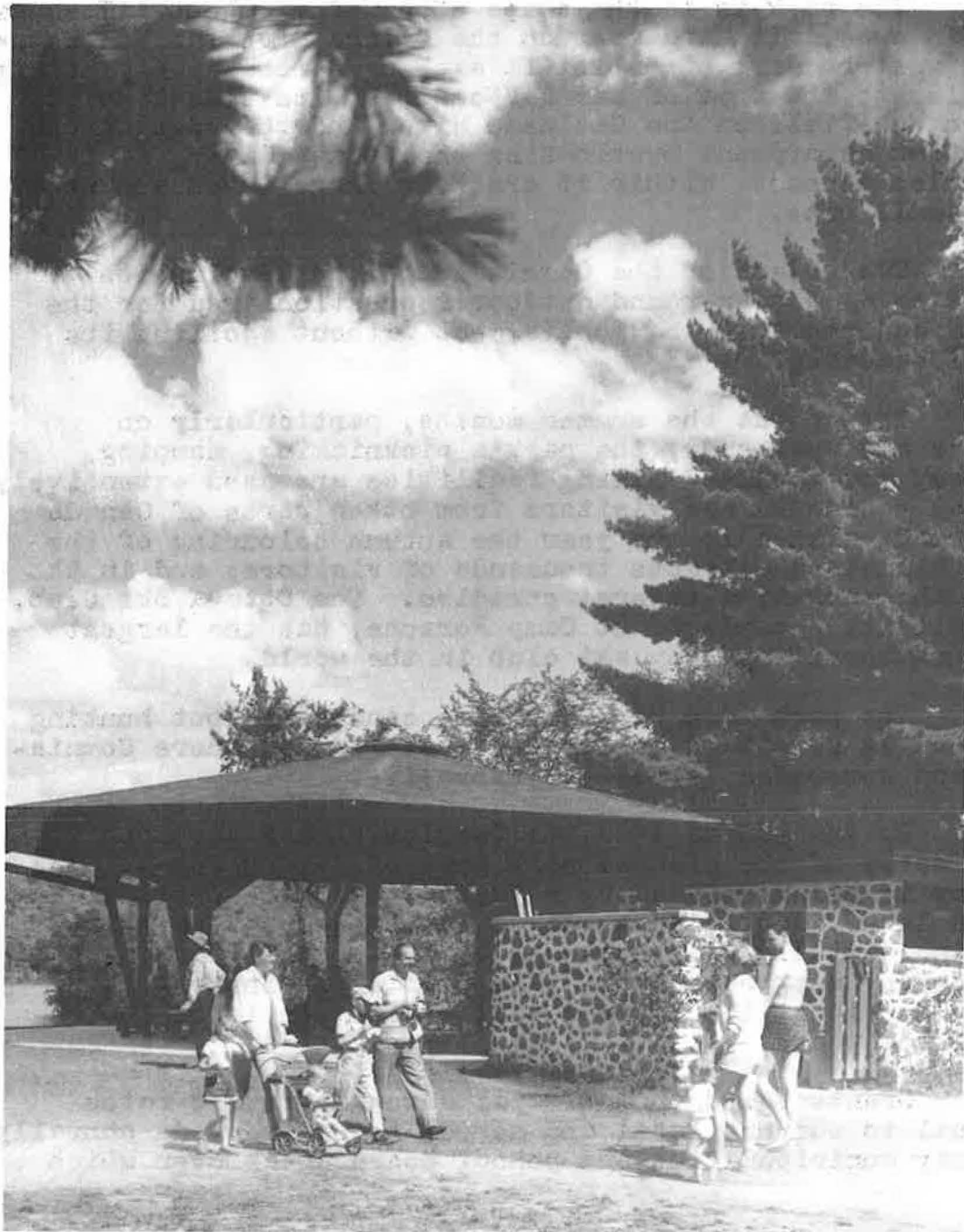
By the end of 1958 the Commission had acquired 57,000 acres of the planned park area of 75,000 acres. The boundary is being defined by a twenty-foot wide swath of cleared land, identified by signs and tree-trunk painting, which incidentally will serve as a fire-break. Marking of the boundary was begun in 1957 as part of a winter work program for local labour, and will not be completed for another few years.

Grants based on municipal assessments and rates and equal to current local and school taxes are made annually to twenty municipalities and school board areas over which

Commission-owned park lands extend. Between 1951, when the grant was authorized by Parliament, and 1958 the grant increased from \$5,595 on a land valuation of \$229,693 to \$21,839 on a land valuation of \$694,650.

The Park is supervised and administered by a superintendent, a clerk of works and a staff of ten full-time uniformed rangers. Being federal Crown property, the park is policed by the Royal Canadian Mounted Police, with the rangers acting as constables under RCMP supervision during the summer, and as game wardens and fire rangers in cooperation with Quebec provincial authorities.

Lac Philippe: the new refreshment pavilion



STAFF TRAINING COURSES During 1958 the park superintendent attended the National Conference on State Parks at Blackwater Falls State Park, West Virginia; three park rangers attended the Ontario Department of Lands and Forests Fire Protection Course at Dorset, Ontario; and two more attended the National Park Warden Training School at Fundy National Park, N.B.

REFRESHMENT PAVILION LAC PHILIPPE An attractive refreshment pavilion combined with umbrella-like shelter, designed by Jean Issalys, MRAIC, and constructed of native materials, was opened during the summer to serve the south shore swimming beaches and picnic and camping areas at Lac Philippe. The pavilion is operated as an FDC concession.

LAPECHE RIVER COVERED BRIDGE Construction was completed and grading and landscape work on the approaches carried out on the new covered bridge built by the Commission to improve the crossing of the LaPêche River on the municipal road from Ste Cécile-de-Masham to the Lac Philippe beaches and picnic grounds.

Improvements continued on the parking lots, which have a capacity of 1200 cars; the hiking trails, camping facilities, and numerous large and small picnic areas with tables, fireplaces, water supply, etc., throughout the park area.

During the year 40,000 pine and cedar were planted in the park, one-third of them in the section north of Hull, and the remainder in the Wakefield and Ramsay Lake areas.

At Lac Philippe, planting was added to the perimeters of the parking areas and some erosion control was undertaken.

Aerial photography of the park area was completed in 1958.

BEAVER CONTROL The program of beaver control, initiated the previous year at the request of the local municipalities, was continued in an effort to halt extensive damage to nearby farm lands, as well as to prevent further devastation of wooded areas by flooding and subsequent killing of thousands of trees. Aerial observation in the fall revealed very extensive beaver damage along the high ground between the escarpment overlooking the Ottawa River and the valley of the three lakes, Meach, Harrington and Philippe.

The beaver population, estimated by observation as of December 1, was 1,024; and of other animals, wolves 9; moose 4; and deer 826.

PARK ATTENDANCE Records show that the total public attendance in Gatineau Park for the calendar year 1958 was 339,548.

General

Total number of registered group picnics (areas reserved in advance) 76

Total attendance at these picnics 13,124

Lac Philippe

Daily average of cars - June 28 to September 30, 1958 - 255

Highest day - 1321 (July 13)
Lowest day - 7 (August 17)

Group camping - 19 groups (approx. 35 persons- 665 per group)

Number of visitors - 4 summer months - 124,440

Number of camping parties - 724

Total number of persons camping
(from Canada - 2507)
(from U.S.A. - 184 - 2,691

Average size of camping party - 3.7

Kingsmere Area - (including Mackenzie King Estate)

Visitors (other than skiers)..... 12,180

Cars ... 3,046

Skiers (Ottawa Ski Club estimate) 95,000

Ottawa Ski Club membership 5,300

The parking areas accommodate 1500 cars

Fortune Lake Parkway - August 1 to October 15, 1958

Cars 21,175

Passengers 85,600

Lac LaPêche beach and camping areas

Visitors 5,570

Tents (number erected by campers) 160

Luskville and Beechgrove picnic and sports fields

Visitors 2,278

Gatineau Parkway



GATINEAU PARKWAY

In 1953 construction was begun in stages of what will eventually be a fifty-mile parkway in Gatineau Park. Designed to provide better access to the public recreation areas and located for scenic values, Gatineau Parkway will consist of a main trunk road of Class 1 (24-foot pavement) construction between the urban outskirts and the Kingsmere area at the lower end of the Park, with a Class 2 (22-foot pavement) loop around the valley of the three lakes, Meach, Harrington and Philippe. Connecting roads will link the two halves of the loop, and a future extension is planned to Lac LaPêche area. A special advisory committee assisted in location and design standards.

The first two miles, the Val Tetreau Section, running north from the Aylmer Road at Val Tetreau to the Mountain Road, was finished in 1954.

In the fall of 1956 the official opening was held of the Fortune Lake Section, which runs five miles from the Meach Lake Road at Dunlops to the edge of the thousand-foot high escarpment of the Laurentians overlooking the Ottawa River valley. It eventually will serve as a link road between the two halves of the parkway loop. On it are four scenic overlooks, the most westerly of which, the Champlain Lookout, affords a magnificent view up the Ottawa River valley.

During the year the Fortune Lake Section was taken over for landscape construction by the Landscape Division. The parking area at the upper lookout, the highest overlook on this section, was enlarged to accommodate 140 cars and provided with picnic tables. Granite curbs were installed at the other lookouts lower down and vista clearing, erosion control, seeding and planting were continued at all lookouts.

Grading was completed of the five-mile Kingsmere Section of the main parkway, which runs westerly from the Notch Road past the Mackenzie King Estate and King Mountain, Black Lake and Mud Lake, to join the Fortune Lake Section. Back slopes were seeded to control winter erosion and thousands of small conifers were planted on slopes and at points to improve the appearance of the parkway. Parking areas were developed at Mackenzie King Estate, the picnic field overlooking Beamish Lake, and at Mud Lake and Black Lake.

Seeding was done by the Commission's newly-acquired hydroseeder, a machine which blows a wet mixture of grass seed, water and fertilizer onto areas to be seeded. Results were exceptional. Large areas, particularly steep slopes, which could not be covered by hand, were quickly and very economically seeded by this machine.

Early in the year the contract was let for construction of the five-mile long Pink Lake Section from the Mountain Road to the Notch Road, and in late fall construction was begun of an overpass at the Notch Road joining this section to the Kingsmere Section.

Both new sections will be ready late in the summer of 1959, opening up to the public a $13\frac{1}{2}$ -mile long continuous scenic parkway route from the Aylmer Road at Val Tetreau to the Champlain Lookout.

During the summer construction also was started and two miles of grading completed on the lower half of the main parkway loop. This will provide a parkway link with the lower end of the Fortune Lake Section, bypassing the Meach Lake Road to the north, the Village of Old Chelsea to the west, and running thence southerly to join the main parkway a thousand feet west of the Notch Road overpass. This will provide parkway connections at both ends of the Fortune Lake Section without use of the local township roads. Access to local roads will be provided at the Mountain Road and at Old Chelsea.

Late in the year clearing operations began on the route of the parkway west from the Champlain Lookout towards Lac Philippe. The route of this new $13\frac{1}{2}$ -mile section has been surveyed, and construction to provide parkway access to the lake's very popular swimming, camping and picknicking facilities will be carried out as funds are made available to the Commission.

Gatineau Parkway: Pink Lake Section Under Construction



MAINTENANCE OF THE GROUNDS OF
FEDERAL PUBLIC BUILDINGS

The Commission is responsible for the landscaping and maintenance of the grounds of federal public buildings and national institutions and Crown agencies in the Capital area. Landscape design and construction of the grounds of new buildings is done by the Commission, but this is a charge against the cost of the building and is paid by the department, etc. concerned. Annual expenses of subsequent maintenance are borne by the Commission out of parliamentary vote. Winter snow removal from drives, walks, building entrances and parking areas, which costs an average of \$275,000 per year, is part of maintenance.

Commission equipment is purchased with year-round use in view. Trucks, graders, and smaller vehicles, which are employed on construction and landscape maintenance in the summer, are fitted with snow removal equipment in winter. The Commission's permanent maintenance staff is thus kept employed in all seasons. Temporary help is hired in the summer for the extensive grass-cutting operations; as are extra men and equipment for snow removal if required.

PARLIAMENT HILL Low shrubbery was planted to hide the floodlighting installations near the Peace Tower.

FOREST PRODUCTS LABORATORY All major planting was completed and the grading for lawns was roughed in for this new building on the Montreal Road east of Central Mortgage and Housing Corporation.

PRINTING BUREAU, HULL The landscape treatment in the front of the building, involving a major tree-moving operation, was completed with the exception of six trees near the front door.

NATIONAL RESEARCH COUNCIL Landscape work was completed complementary to the enlarged parking area at the main building on Sussex Drive. At the Montreal Road establishment the new Fire Research Building was taken over for landscape construction and maintenance and all grading, seeding and planting was completed. An area of ten acres south of the Electrical Research Building was improved by grading, seeding and clearing. Throughout the building area several acres of land disturbed by construction projects was brought to a park-like appearance. A mile of asphalt walks were constructed.

PUBLIC INFORMATION

The development of the Capital over the past ten years has become a subject of great interest to residents of the Region and to Canada as a whole. The Commission therefore has long felt that its duties include that of keeping the public informed of the purposes, nature and progress of the National Capital Plan.

During the year excellent cooperation continued to be received from the local and national press, radio and television.

Commissioners and senior staff addressed a wide variety of audiences and conducted tours for special groups of visiting officials from Canada and abroad. Heads of Divisions lectured on the administration and technical aspects of the Commission's work to professionally-interested convention and university groups in Canada and the United States. The exchange of professional knowledge and experience which such events made possible was of great value to the Commission and its technical staff, and, it is believed, was equally appreciated by those with whom the exchanges were shared.

The public display of plans and models of the National Capital Plan in the Daly Building continues to serve as a useful source of information for local and regional residents and visitors from elsewhere, as well as providing centrally-located and suitable accommodation for illustrated lectures to organized groups. Small displays of the plans were made available to local and out-of-town professional conventions.

In May the Commission participated for the eighth successive year in the Rotary Club-sponsored "Adventure in Citizenship" under which 195 senior high school students from all parts of Canada visited the Capital for a four-day period. Tours of the Capital were arranged, and approximately 100 Members of Parliament representing the students' home constituencies assisted the Commission to entertain the group.

In June, at the invitation of the Commission, a two-day study program of explanatory talks and tours of park and parkway developments in the urban area and Gatineau Park was arranged for over 100 officials from municipal and provincial parks boards and related authorities throughout Ontario.

The Commission also arranged programs for visiting officials and small groups from other countries, including the United States (District of Columbia), the United Kingdom, Ireland, Russia, Nigeria and for professionally-interested visitors to the Capital from elsewhere.

Officials of the Roads Department of Metropolitan Toronto; the Parks Association of Greater Toronto; and the Ontario St. Lawrence Development Commission visited Ottawa to study Commission park and parkway design and construction.

ADMINISTRATION
STAFF
ACCOMMODATION

ADMINIS- With authority received from the government
TRATION to implement the Greenbelt proposal in the
National Capital Plan, steps were taken to
expedite property acquisition and to facilitate the
administration of the large number of properties coming
into Commission ownership.

A Land Committee was appointed by the Commis-
sion with power to approve all property purchases under
\$25,000 in cost and to refer those over this amount to
Treasury Board for approval. Members are Major-General
Howard Kennedy, chairman; Commissioner Colonel J. D.
Fraser, and F. W. Berry of Ottawa.

STAFF The Planning Division was reconstituted as
the Planning and Property Division, and
appointments were made of new staff experienced in property
acquisition and administration and farm management.

The Commission is thus now able to administer
its own properties and it will not be necessary to retain
the services of the Royal Trust Company for this purpose
after the end of 1958. In terminating this connection,
the Commission wishes to record its satisfaction with the
services performed by the Royal Trust Company and to
express its appreciation of the Company's courtesy and
cooperation in providing free access to all records, etc.,
pertaining to Commission properties and their management
in past years.

ACCOMMODATION: Construction of new Federal District
ALBION ROAD Commission shops and warehouses in the
SHOPS Albion Road area was continued during 1958.
Part of this work was done during the
winter months in order to provide winter employment.
During the year, the blacksmith shop and the carpenter
shop were moved from Carling avenue to the new location.
The gradual transfer of service operations from Carling
avenue to the new Albion Road building will extend over
the next several years.

ROYAL CANADIAN MOUNTED POLICE

Annual Report of FDC Highway Patrol
1 November, 1957 to 31 October, 1958

Traffic enforcement patrols on FDC Driveways and in the Gatineau Park area, and property patrols for the Ottawa and Hull areas have been maintained within the same terms of reference as the preceding year.

The following are the comparative statistics for the period under review.

- a) As a result of infractions committed under FDC Bylaw 32 there were 5,054 traffic violation tickets issued, the results were as follows:

	<u>'57-58</u>	<u>'56-57</u>	<u>Percentage</u>
Convictions	1,079	1,153	6.4 -
Dismissals	23	9	155. +
Withdrawals	12	8	50. +
Warnings	3,903	4,298	9.1 -
Court Cases Pending	<u>37</u>	<u>58</u>	36.2 -
Total	<u>5,054</u>	<u>5,526</u>	8.5 -

- b) Motor vehicle accidents investigated under FDC Bylaw 32 and information pertaining to same:

	<u>'57-58</u>	<u>'56-57</u>	<u>Percentage</u>
Number of accidents	180	163	10.4 +
Approx. damage to FDC property	\$ 5,255.00	\$ 3,196.00	64.4 +
Approx. damage private property	\$88,495.00	\$73,164.00	20.9 +
Persons injured	70	65	7.6 +
Fatal	1	2	50. -

- c) Monies paid into Ottawa district courts as a result of convictions under FDC Bylaw 32:

	<u>'57-58</u>	<u>'56-57</u>	<u>Percentage</u>
Fines paid into Court	\$12,385.00	\$10,256.00	20.7 +
Costs paid into Court	\$ 2,572.80	\$ 2,885.00	10.8 -

d) Other duties performed by FDC Highway Patrol details during the period under review:

Traffic control duties, during visits of dignitaries and functions at Lansdowne Park39
Motorcycle escorts provided24
Assistance to other police forces356
Investigations of damage to FDC property other than by motor vehicle accidents 70

e) Total mileage travelled by RCMP transport on the enforcement of FDC Bylaw 32:

<u>'57-58</u>	<u>'56-57</u>	<u>Percentage</u>
316,802	318,779	.62 -

Ottawa, September 1, 1958.

The Right Honourable J. G. Diefenbaker,
Prime Minister of Canada,
Ottawa.

Sir,

The accounts and financial statements of the Federal District Commission have been examined for the year ended March 31, 1958. In compliance with the requirements of section 87 of the Financial Administration Act I report that, in my opinion:

- (a) proper books of account have been kept by the Commission;
- (b) the financial statements of the Commission
 - (i) were prepared on a basis consistent with that of the preceding year and are in agreement with the books of account,
 - (ii) in the case of the balance sheet, give a true and fair view of the state of the Commission's affairs as at the end of the financial year, and
 - (iii) in the case of the statement of receipts and expenditures, give a true and fair view of the receipts and expenditures of the Commission for the financial year; and
- (c) the transactions of the Commission that have come under my notice have been within the powers of the Commission under the Financial Administration Act and any other Act applicable to the Commission.

Yours faithfully,

(Original signed by
Watson Sellar)

Auditor General.

FEDERAL DISTRICT COMMISSION
(Established by the Federal District Commission Act)

Balance Sheet as at March 31, 1958
(with comparative figures as at March 31, 1957)

<u>Assets</u>	<u>1958</u>	<u>1957</u>
Cash	\$ 665,112	\$ 560,231
Short-term Deposit Certificates	300,000	300,000
Investment in Canadian National Railway Company Bonds, at cost (market value, \$18,500)	20,136	20,136
Rentals and other Receivables	57,033	60,731
Inventories of Maintenance and Operating Supplies, Small Tools and Equipment, and Trees and Shrubs in Nurseries, at cost or estimated value	175,456	187,496
Payments made in respect of Land Acquired, pending delivery of title deeds, etc.	844,022	357,804
Capital Assets, at cost, less accumulated provision for depreciation (Schedule "A")	28,050,127	24,573,557
	<u>30,111,886</u>	<u>26,059,955</u>

Notes:

- (1) As at March 31, 1958, a balance of \$543,334 was held by the Minister of Finance at the credit of the National Capital Fund, available for payment to the Commission for expenditure, with the approval of the Governor in Council, on the construction, operation and maintenance of works or projects within the National Capital District, in keeping with the approved general plan for the improvement and development of the National Capital.
- (2) In addition to the liabilities shown in the above Balance Sheet, the Commission was under obligation as at March 31, 1958, for: (a) outstanding commitments under works contracts, \$230,000; (b) unsettled property purchase options, totalling approximately \$700,000; (c) compensation for properties expropriated, in indeterminate amount, and (d) annual grants to the City of Ottawa, which will amount to \$1,385,841 up to 1969, in connection with interest on the cost of construction of certain sewer and waterworks projects, undertaken in advance of normal construction.

Certified correct:

(Sgd.) J. E. Handy
.....
Secretary

Approved:

(Sgd.) Howard Kennedy
.....

<u>Liabilities</u>	<u>1958</u>	<u>1957</u>
Accounts Payable	\$ 339,339	\$ 264,659
Provision for Grants in lieu of Municipal Taxes	18,000	19,500
Advances by Government Departments and Agencies, for services to be rendered	10,036	7,146
Contractors' Security Deposits	52,093	20,359
Unexpended Balances of Parliamentary Appropriations, refundable to the Receiver General of Canada, per statement of Receipts and Expenditures (Sections B and C)	17,518	36,512
Unexpended Balances of Amounts drawn from the National Capital Fund, per statement of Receipts and Expenditures (Section D)	262,558	485,009
Property Rentals Suspense Account - Balance of rentals from properties acquired, per Statement of Receipts and Expenditures (Section E)	15,282	66,515
Accumulated Provision for Replacement of Machinery and Equipment and Motor Vehicles, less cost of replacements	-	41,398
Government of Canada Loans, for acquisition of land	2,100,000	-
Proprietary Interest, per Statement of Proprietary Interest	27,297,060	25,118,857
	<hr/>	<hr/>
	30,111,886	26,059,955
	<hr/>	<hr/>

Certified in accordance with my report dated September 1, 1958
to the Prime Minister of Canada, under section 87 of the Financial
Administration Act.

Original Signed by
WATSON SELLAR
Auditor General of Canada.

FEDERAL DISTRICT COMMISSION

Statement of Receipts and Expenditures, by Activities
for the year ended March 31, 1958
 (with comparative figures for the year ended March 31, 1957)

	<u>1958</u>	<u>1957</u>
A. <u>Construction, improvements, maintenance and operation of Parks and Parkway System</u>		
Receipts -		
Statutory grant	\$300,000	\$300,000
Parliamentary appropriations	307,648	149,571
Miscellaneous income - equipment rentals, sales of supplies and nursery stocks, supervisory charges, etc.	<u>152,610</u>	<u>170,901</u>
	<u>760,258</u>	<u>620,472</u>
Expenditures -		
Maintenance -		
Operating	602,020	589,201
Repairs	131,099	123,420
Administrative salaries and expenses (\$116,186, less one-third allocated to maintenance and improvements of grounds adjoining Government buildings - Activity B)	77,457	69,202
Contributions to Public Service Superannuation Account	17,963	17,227
Honorarium to the Chairman of the Commission	10,000	7,500
Commissioners' travel expenses, etc.	10,637	9,493
Grants in lieu of taxes to municipalities in Gatineau Park	20,519	17,923
Provision for replacement of machinery and equipment and motor vehicles	-	38,000
Expenses attributable to the Joint Parliamentary Committee on the Federal District Commission	-	3,970
Miscellaneous	3,271	1,443
Capital outlays -		
Parkway lighting system	\$10,788	9,338
Machinery and equipment	25,609	13,280
Motor vehicles	5,569	5,212
Office equipment	<u>1,372</u>	<u>1,072</u>
	<u>43,338</u>	<u>28,902</u>
	<u>916,304</u>	<u>906,281</u>
Excess of expenditures over receipts	156,046	285,809
Deduct:		
Unexpended balance of prior year's provision for replacement of machinery and equipment and motor vehicles	20,180	
Amount allocated from Property Rentals Suspense Account (Activity E)	<u>135,866</u>	285,809
	<u>156,046</u>	
	Ø	Ø
	=====	=====

Statement of Receipts and Expenditures, by Activities (cont'd)

	<u>1958</u>	<u>1957</u>
B. Maintenance and improvements of grounds adjoining Government buildings		
Receipts - Parliamentary appropriations	\$448,741	\$416,378
Expenditures -		
Maintenance	398,221	336,679
Administrative salaries and expenses (transferred from Activity A)	38,729	34,620
Contributions to Public Service Superannuation Account	11,770	10,941
	<u>448,720</u>	<u>382,240</u>
Unexpended balance refundable to the Receiver General of Canada	21	34,138
	<u> </u>	<u> </u>
C. National Capital Planning Committee		
Receipts - Parliamentary appropriations	\$ 144,159	\$ 115,350
Expenditures -		
Engineering salaries and expenses	77,234	66,815
Professional and special services	9,395	12,555
Information Office salaries and expenses	33,376	27,263
Exhibit maintenance	6,260	5,387
Committee members' travel expenses	397	856
Capital outlays - Office equipment	-	100
	<u>126,662</u>	<u>112,976</u>
Unexpended balance refundable to the Receiver General of Canada	17,497	2,374
	<u> </u>	<u> </u>

Statement of Receipts and Expenditures, by Activities (cont'd)

	<u>1958</u>	<u>1957</u>
D. <u>National Capital Fund transactions</u>		
Unexpended balance at beginning of year	\$ 485,009	\$ 407,390
Receipts - Amounts drawn from the National Capital Fund	<u>2,500,000</u>	<u>3,500,000</u>
	2,985,009	3,907,390
Expenditures -		
Capital outlays -		
Land -		
Parks, driveways, etc. (see note)	-	1,295,870
Gatineau Park	431,063	346,621
Industrial and railway sites (see note)	-	59,509
Approaches to Mackenzie King Bridge	17,748	2,635
Roads and driveways	890,390	638,627
Bridges and approaches	46,308	4,065
Parks and boulevards	440,525	324,471
Removal, re-routing and reconstruction of cross-town tracks and facilities	344,564	225,093
Buildings	184,079	153,088
	<u>2,354,677</u>	<u>3,049,979</u>
Contribution towards cost of construction of Bytown bridges and Sussex Drive	8,309	10,200
Cost of improvements to Chaudiere Bridge approaches in Ottawa and Hull	23,383	76,291
Contribution towards cost of construction of Hon. George Dunbar Bridge	20,815	-
Grants to City of Ottawa re interest on the cost of constructing certain sewer and waterworks projects undertaken in advance of normal construction	246,850	246,858
Miscellaneous grants	17,705	2,946
Maintenance expenses	50,712	36,107
	<u>2,722,451</u>	<u>3,422,381</u>
Unexpended balance at end of year, carried to Balance Sheet	262,558	485,009

Note: Funds were provided in the year ended March 31, 1958 for the acquisition of parks, driveways, etc., and industrial and railway sites by means of Government of Canada loans (Activity F).

Statement of Receipts and Expenditures, by Activities (cont'd)

	<u>1958</u>	<u>1957</u>
E. <u>Property Rental Suspense Account</u>		
Balance at beginning of year	\$ 66,515	\$ 206,095
Add: Rentals earned from properties under the control of the Commission	123,494 <u>190,009</u>	146,229 <u>352,324</u>
Deduct:		
Amount allocated towards construction, improvements, maintenance and operation of Parks and Parkway System (Activity A)	\$135,866	285,809
Interest on Government of Canada loans	<u>38,861</u>	
	<u>174,727</u>	<u> </u>
Balance at end of year, carried to Balance Sheet	15,282	66,515
	<u> </u>	<u> </u>
F. <u>Government of Canada Loans for the acquisition of property in the National Capital District not immediately required for the purposes of the Commission</u>		
Expenditures -		
Land -		
Parks, driveways, etc.	\$ 1,723,211	-
Industrial and railway sites	49,334	-
	<u>1,772,545</u>	
Unexpended funds on hand	<u>327,455</u>	-
Government of Canada loans, as per Balance Sheet	\$ 2,100,000	-
	<u> </u>	

FEDERAL DISTRICT COMMISSION

Statement of Proprietary Interest for the year ended March 31, 1958
 (with comparative figures for the year ended March 31, 1957)

	<u>1958</u>	<u>1957</u>
Balance at beginning of year	\$25,118,857	\$22,175,233
Add:		
Capital outlays during the year:		
Parks and Parkway System	43,338	28,902
National Capital Planning Committee	-	100
National Capital Fund	2,354,677	3,049,979
Replacement of machinery and equipment and motor vehicles out of accumulated provision for replacements	21,218	56,532
Increase in equity in certain leasehold property	3,602	3,602
Gain on sale of capital assets	900	2,164
	<u>27,542,592</u>	<u>25,316,512</u>
Deduct:		
Decrease in inventories of maintenance and operating supplies, etc.	12,040	15,211 *
Provision for depreciation for the year	233,492	203,370
Value of office furniture, title to which has been transferred to the Department of Public Works	-	9,496
	<u>245,532</u>	<u>197,655</u>
Balance at end of year	<u><u>27,297,060</u></u>	<u><u>25,118,857</u></u>

* This figure should appear in red.

Schedule "A"

FEDERAL DISTRICT COMMISSION

Capital Assets as at March 31, 1958

	<u>Cost</u>	<u>Accumulated Provision for Depreciation</u>	<u>Depreciated Value</u>
Land -			
Parks, driveways, etc.	\$11,901,158		\$11,901,158
Gatineau Park	3,010,595		3,010,595
Industrial and railway sites	1,530,228		1,530,228
Mackenzie King Bridge	497,234		497,234
Leases and licenses of occupation	1		1
	<u>16,939,216</u>		<u>16,939,216</u>
Roads and driveways	4,567,623	\$1,368,820	3,198,803
Bridges and approaches	2,310,693	626,700	1,683,993
Parks and boulevards	1,835,728	3,070	1,832,658
Parkway lighting system	200,898	111,190	89,708
Removal, re-routing and reconstruction of cross-town tracks and facilities	3,440,876	-	3,440,876
Buildings	859,090	231,365	627,725
Machinery and equipment	295,299	140,920	154,379
Motor vehicles	148,842	83,245	65,597
Office equipment	32,758	15,586	17,172
	<u>30,631,023</u>	<u>2,580,896</u>	<u>28,050,127</u>

7 ELIZABETH II.

CHAP. 37

An Act respecting the Development and Improvement of the National Capital Region.

[Assented to 6th September, 1958.]

HER Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

SHORT TITLE.

1. This Act may be cited as the *National Capital Act*. Short title

INTERPRETATION.

2. In this Act, Definitions.
- (a) "Chairman" means the Chairman of the Commission; "Chairman."
- (b) "Commission" means the National Capital Commission referred to in section 3; "Commission."
- (c) "department" means a department, division or branch of the Government of Canada, and includes any board, commission, corporation or other body being an agent of Her Majesty; "Department."
- (d) "Fund" means the National Capital Fund established by this Act; "Fund."
- (e) "Her Majesty" means Her Majesty in right of Canada; "Her Majesty."
- (f) "highway" includes any street, road, lane, thoroughfare or driveway; "Highway."
- (g) "local municipality" means a municipality wholly or partly within the National Capital Region; "Local municipality."
- (h) "member" means a member of the Commission; "Member."
- (i) "Minister" means the Prime Minister of Canada or such other member of the Queen's Privy Council for Canada as is designated by the Governor in Council; "Minister."
- (j) "National Capital Region" means the seat of the Government of Canada and its surrounding area, more particularly described in the Schedule; "National Capital Region."

"Property."	(k) "property" means real or personal property or any interest therein;
"Property of the Commission."	(l) "property of the Commission" means property under the control and management of, or vested in the name of, the Commission;
"Public lands."	(m) "public lands" means real property or any interest therein, under the control and management of a department;
"Vice-Chairman."	(n) "Vice-Chairman" means the Vice-Chairman of the Commission; and
"Work."	(o) "work" means any work, structure or undertaking.

CONSTITUTION OF COMMISSION.

National
Capital Com-
mission.

3. (1) There shall be a corporation, to be called the National Capital Commission, consisting of twenty members, each of whom shall be appointed by the Governor in Council to hold office during pleasure for a term not exceeding four years.

Chairman
and Vice-
Chairman.

(2) The Governor in Council shall designate one of the members to be Chairman and one of the members to be Vice-Chairman.

Members.

(3) The members, other than the Chairman and Vice-Chairman, shall be appointed as follows:

- (a) at least one member from each of the ten provinces;
- (b) at least two members from the city of Ottawa;
- (c) at least one member from the city of Hull;
- (d) at least one member from a local municipality in Ontario other than the city of Ottawa; and
- (e) at least one member from a local municipality in Quebec other than the city of Hull.

Eligibility.

(4) A member is eligible to be appointed from a province or municipality if, at the time of his appointment, he normally resides therein.

Re-
appointment.

(5) A person who has served two consecutive terms as a member, other than Chairman, is not, during the twelve months following the completion of his second term, eligible to be reappointed to the Commission in the capacity in which he so served.

Vacancy.

(6) A vacancy in the membership of the Commission does not impair the right of the remainder to act.

Members not
contributors
for super-
annuation.

(7) The *Public Service Superannuation Act* does not apply to a member unless the Governor in Council otherwise directs.

Interest of
member.

(8) A member who is present at a meeting at which is discussed any matter in which he has, directly or indirectly, a pecuniary interest, shall declare his interest and shall refrain from casting a vote in respect of such matter.

4. (1) The Commission is, for all purposes of this Act, an agent of Her Majesty, and its powers under this Act may be exercised only as an agent of Her Majesty. Commission agent of Her Majesty.

(2) The Commission may, on behalf of Her Majesty, enter into contracts in the name of Her Majesty or in the name of the Commission. Contracts.

(3) Property acquired by the Commission is the property of Her Majesty and title thereto may be vested in the name of Her Majesty or in the name of the Commission. Property.

(4) Actions, suits or other legal proceedings in respect of any right or obligation acquired or incurred by the Commission on behalf of Her Majesty, whether in its name or in the name of Her Majesty, may be brought or taken by or against the Commission in the name of the Commission in any court that would have jurisdiction if the Commission were not an agent of Her Majesty. Proceedings.

5. (1) The head office of the Commission shall be at the city of Ottawa. Head office.

(2) The Commission shall meet at least three times a year in the city of Ottawa, and it may meet at such other times in the National Capital Region as the Commission deems necessary. Meetings.

6. (1) The Chairman is the chief executive officer of the Commission. Chairman chief officer.

(2) If the Chairman is absent or unable to act or the office is vacant, the Vice-Chairman has and may exercise all the powers and functions of the Chairman. Vice-Chairman to act.

(3) The Commission may authorize one of its members to act as Chairman for the time being in the event that the Chairman and Vice-Chairman are absent or unable to act or the offices are vacant. Acting Chairman.

7. (1) The Chairman shall be paid a salary to be fixed by the Governor in Council, and the Governor in Council may authorize the payment of allowances or other remuneration to the Vice-Chairman and to any other member having special duties. Salaries and remuneration.

(2) Each member is entitled to be paid reasonable travelling and other expenses incurred by him in the performance of his duties. Expenses.

OFFICERS AND EMPLOYEES.

8. (1) The Governor in Council may appoint a General Manager to hold office during pleasure who shall be paid a salary to be fixed by the Governor in Council. General Manager.

- Staff. (2) Subject to the plan of organization and terms and conditions of employment approved under subsection (3), the Commission may employ such officers and employees and such consultants and advisers as it deems necessary for the purpose of this Act and may fix their remuneration and terms and conditions of employment.
- Plan of organization. (3) The Governor in Council may approve a plan of organization for the establishment and classification of the continuing positions necessary for the proper functioning of the Commission and the establishment of rates of compensation for each class of position, and such other terms and conditions of employment as are considered desirable.

COMMITTEES.

- Executive Committee. **9.** (1) There shall be an Executive Committee of the Commission consisting of the Chairman, the Vice-Chairman and three other members to be appointed by the Commission, of whom one at least shall be from the Province of Quebec.
- Powers. (2) The Executive Committee shall exercise such of the powers and functions of the Commission as are delegated to it by the Commission and shall submit at each meeting of the Commission minutes of its proceedings since the last preceding meeting of the Commission.
- Other committees. (3) The Commission may appoint a National Capital Planning Committee and such other committees as it considers necessary or desirable for the administration of this Act.
- Expenses of committee members. (4) Each member of the Executive Committee or other committee established under this section is entitled to be paid reasonable travelling and other expenses incurred by him in the performance of his duties.

OBJECTS, PURPOSES AND POWERS.

- Objects and purposes of Commission. **10.** (1) The objects and purposes of the Commission are to prepare plans for and assist in the development, conservation and improvement of the National Capital Region in order that the nature and character of the seat of the Government of Canada may be in accordance with its national significance.
- Powers. (2) The Commission may for the purposes of this Act,
 - (a) acquire, hold, administer or develop property;
 - (b) sell, grant, convey, lease or otherwise dispose of or make available to any person any property, subject to such conditions and limitations as it considers necessary or desirable;

- (c) construct, maintain and operate parks, squares, highways, parkways, bridges, buildings and any other works;
- (d) maintain and improve any property of the Commission, or any other property under the control and management of a department, at the request of the authority or Minister in charge thereof;
- (e) co-operate or engage in joint projects with, or make grants to, local municipalities or other authorities for the improvement, development or maintenance of property;
- (f) construct, maintain and operate, or grant concessions for the operation of, places of entertainment, amusement, recreation, refreshment, or other places of public interest or accommodation upon any property of the Commission;
- (g) administer, preserve and maintain any historic place or historic museum;
- (h) conduct investigations and researches in connection with the planning of the National Capital Region; and
- (i) generally, do and authorize such things as are incidental or conducive to the attainment of the objects and purposes of the Commission and the exercise of its powers.

11. (1) The Commission shall, in accordance with general plans prepared under this Act, co-ordinate the development of public lands in the National Capital Region.

Co-ordination
of
development.

(2) Proposals for the location, erection, alteration or extension of a building or other work by any person on public lands, or by or on behalf of a department, in the National Capital Region shall be referred to the Commission prior to the commencement of the work.

Proposals
submitted to
Commission.

(3) No building or other work shall be erected, altered or extended by or on behalf of a department in the National Capital Region unless the site, location and plans thereof have first been approved by the Commission.

Approval
of site,
plans, etc.

(4) No person shall erect, alter or extend a building or other work on public lands in the National Capital Region unless the site, location and plans thereof have first been approved by the Commission.

Idem.

(5) In any case where the Commission does not give its approval under this section the Governor in Council may give such approval.

Governor in
Council may
approve.

(6) Any approval given under this section may be subject to such terms and conditions as are considered desirable by the Commission or the Governor in Council, as the case may be, respecting the erection, alteration, extension or maintenance of the building or other work in relation to which the approval was given.

Terms and
conditions of
approval.

Interior alterations.

(7) This section does not apply to interior alterations in a work or building.

Power to construct railway.

12. (1) The Commission may construct in the National Capital Region, in accordance with plans prepared under this Act, a railway and related facilities.

Sale, lease, etc.

(2) The Commission may sell, convey or lease the railway and related facilities, or any portion thereof, to any railway company or enter into agreements with any railway company for the sole, joint or several use of such railway or facilities or portion thereof and for the maintenance by such company of such railway or facilities or portion thereof and the operation thereof.

Application of Railway Act.

(3) The provisions of the *Railway Act*, with such modifications as circumstances require, are applicable to and in respect of the exercise of the powers conferred by this section, but nothing in this section shall be deemed to constitute the Commission a railway company except for the purpose of carrying out the provisions of subsection (2).

EXPROPRIATION.

Expropriation.

13. (1) The Commission may, with the approval of the Governor in Council, take or acquire lands for the purpose of this Act without the consent of the owner, and, except as otherwise provided in this section, all the provisions of the *Expropriation Act*, with such modifications as circumstances require, are applicable to and in respect of the exercise of the powers conferred by this section and the lands so taken or acquired.

Procedure.

(2) For the purposes of section 9 of the *Expropriation Act* the plan and description may be signed by the Chairman or General Manager of the Commission.

Compensation.

(3) The compensation for lands taken or acquired under this section, or for damage to lands injuriously affected by the construction of any work by the Commission, shall be paid by the Commission as though the lands were acquired under the other provisions of this Act, and all claims against the Commission for such compensation or damage may be heard and determined in the Exchequer Court of Canada in accordance with sections 46 to 49 of the *Exchequer Court Act*; but nothing in this subsection shall be construed to affect the operation of section 34 of the *Expropriation Act*:

PROPERTY.

Restrictions on transactions.

14. Except with the approval of the Governor in Council, the Commission shall not

- (a) dispose of any real property for a consideration in excess of a value of ten thousand dollars;
- (b) acquire any real property for a consideration in excess of a value of twenty-five thousand dollars; or
- (c) enter into an agreement or lease enduring for a period in excess of five years.

15. (1) The Commission may pay grants to a local municipality not exceeding the taxes that might be levied by the municipality in respect of any real property of the Commission if the Commission were not an agent of Her Majesty. Payments in lieu of taxes.

(2) Subsection (1) does not apply to parks or to squares, highways or parkways or to bridges or similar structures. Exception.

(3) The Commission may pay grants to the appropriate authorities in respect of real property of the Commission situated in Gatineau Park not exceeding in any tax year the amounts estimated by the Commission to be sufficient to compensate such authorities for the loss of tax revenue during that tax year in respect of municipal and school taxes by reason of the acquisition of the property by the Commission. Gatineau Park.

FINANCIAL.

16. (1) There shall be a special account in the Consolidated Revenue Fund, to be known as the National Capital Fund, to which shall be credited National Capital Fund.

(a) the amounts appropriated by Parliament for the purposes of the Fund; and

(b) the balance standing to the credit, at the coming into force of this Act, of the National Capital Fund established pursuant to *The Appropriation Act, No. 4, 1947-48.*

(2) Subject to subsection (3), the Minister of Finance may, on the recommendation of the Minister, out of the Consolidated Revenue Fund pay to the Commission such amounts as are from time to time required by the Commission to finance the cost of capital projects approved by the Governor in Council. Payments out of C.R.F.

(3) The amounts paid by the Minister of Finance to the Commission under subsection (2) shall be charged to the Fund, but a payment out of the Consolidated Revenue Fund under subsection (2) shall not exceed the balance standing to the credit of the Fund. Limits on payments.

(4) The Minister of Finance may out of the Consolidated Revenue Fund advance to the Commission such amounts by way of loan as are authorized by Parliament, upon such terms and conditions as to interest, terms of repayment and otherwise as are approved by the Governor in Council. Loans.

Definition of "Capital project".

- (5) In this section, "capital project" means
- (a) the construction or acquisition of parks, squares, highways, parkways, bridges, railways, buildings and any other works for the purposes of this Act, or the acquisition of property therefor; or
- (b) a contribution to a local municipality or other authority in respect of the cost of a project of the municipality or authority.

General Fund.

17. Subject to section 16, the Commission may expend for any of the purposes of this Act any money appropriated by Parliament for the use of the Commission or received by it through the conduct of its operations or by bequest, donation or otherwise.

BY-LAWS AND REGULATIONS.

By-laws.

18. The Commission may make by-laws for the conduct and management of its activities and for carrying out the purposes and provisions of this Act.

Regulations.

19. (1) The Governor in Council may make regulations for the protection of any property of the Commission and for preserving order or preventing accidents thereon, and may prescribe the punishment that may be imposed on summary conviction for breach of any such regulation, but the punishment so prescribed shall not exceed a fine of five hundred dollars or imprisonment for a term of six months, or both such fine and imprisonment.

Liability of owner.

(2) Where a vehicle is operated or parked in contravention of any regulation, the owner of the vehicle is liable to the penalties prescribed by the regulations for such contravention, unless at the time of such contravention the vehicle was not operated or parked, as the case may be, by the owner or by any other person with the owner's consent, express or implied.

Damage to property.

(3) Where a person is convicted for a contravention of any of the regulations, the convicting court may, at the time sentence is imposed, order that person to pay to the Commission an amount by way of satisfaction or compensation for loss of or damage to property suffered by the Commission as a result of the contravention for which that person was convicted; and the order may, upon the filing thereof in the superior court of the province in which the trial was held, be enforced as a judgment of that court.

Evidence.

(4) In a prosecution for a violation of a regulation, a certificate stating that any property described therein is under the control of the Commission and purporting to be certified by the Commission or the Chairman, General Manager, Chief Engineer, or Secretary of the Commission

shall be received in evidence without proof of the signature or the official character of the person appearing to have signed the certificate and without further proof thereof, and is *prima facie* proof that the property is under the control of the Commission.

GENERAL.

20. The Commission may, if it sees fit, accept any property by way of gift, bequest or devise and may, subject to section 14 but notwithstanding any other provision of this Act, expend, administer or dispose of any such property for the purposes of this Act, subject to the terms, if any, upon which such property was given, bequeathed or devised to the Commission.

Gifts,
bequests,
etc.

21. The Commission shall be deemed to be a charitable organization in Canada

Commission
deemed
charitable
organization.

(a) as described in paragraph (e) of subsection (1) of section 62 of the *Income Tax Act*, for the purposes of that Act, and

(b) as described in section 7A of the *Dominion Succession Duty Act* and as described in paragraph (d) of subsection (1) of section 7 of the *Estate Tax Act*, for the purposes of those Acts.

22. The accounts and financial transactions of the Commission shall be audited by the Auditor General.

Audit.

23. All works of the Commission, whether constructed or executed before or after the coming into force of this Act, are hereby declared to be for the general advantage of Canada.

Works for
general
advantage of
Canada.

24. The *Surplus Crown Assets Act* does not apply to the Commission or to property of the Commission.

*Surplus
Crown Assets
Act* not
applicable.

25. The agreement entered into between the Federal District Commission and the Corporation of the City of Ottawa on the 7th day of August, 1956, respecting the conveyance to the Corporation of the City of Ottawa of a part of Green Island in the Rideau River, is hereby ratified and confirmed.

Agreement
approved.

TRANSITIONAL.

26. Whenever in any Act, order, regulation, deed, contract, lease or other document, the Federal District Commission is mentioned or referred to, there shall, in each and every case, be substituted the National Capital Commission.

Commission
substituted
for Federal
District
Commission.

One and same corporation.

27. The corporation referred to in section 3, and the corporation established by the *Federal District Commission Act* are hereby declared for all purposes to be one and the same corporation.

REPEAL AND COMMENCEMENT.

Repeal. R.S., c. 112.

28. The *Federal District Commission Act* is repealed.

Commencement.

29. This Act shall come into force on a day to be fixed by proclamation of the Governor in Council.

SCHEDULE

DESCRIPTION OF NATIONAL CAPITAL REGION

Those certain parcels or tracts of lands and premises, situate, lying and being partly in the Province of Ontario and partly in the Province of Quebec, and comprising the whole of the Townships of Gloucester, Nepean, Goulbourn, Huntley, March, and Torbolton, and parts of the Townships of Fitzroy, North Gower, and Osgoode, in the County of Carleton, Province of Ontario; parts of the Townships of Pakenham, Ramsay and Beckwith, in the County of Lanark, Province of Ontario; parts of the Townships of Russell and Cumberland in the County of Russell, Province of Ontario; the whole of the Township of Templeton and parts of the Townships of Buckingham and Portland in the County of Papineau, Province of Quebec; the whole of the Townships of Hull and Eardley and parts of the Townships of Wakefield and Masham in the County of Gatineau (formerly the County of Hull), Province of Quebec; the whole of the Township of Onslow and part of the Township of Aldfield in the County of Pontiac, in the Province of Quebec; and including the whole of the City of Hull, in the County of Gatineau, Province of Quebec, and the whole of the City of Ottawa, in the County of Carleton, Province of Ontario; all of which are more particularly described as follows: Commencing at a point on the south shore of the Grand or Ottawa River where it is intersected by the boundary between the Township of McNab in the County of Renfrew and the Township of Fitzroy in the County of Carleton; thence south-westerly along the said boundary to the line between the north-east and south-west halves of the Lots in Concession II, Township of Fitzroy; thence south-easterly along the last-mentioned line to the line between the south-west half of Lot 21 and the south-west half of Lot 22, Concession II, Township of Fitzroy; thence south-westerly along the last-mentioned line and along the line between Lots 21 and 22, Concession I, Township of Fitzroy, to the boundary between the said Township of Fitzroy in the County of Carleton and the Township of Pakenham in the County of Lanark; thence along the last-mentioned boundary to the line between Lots 21 and 22, Concession XII, Township of Pakenham; thence south-westerly along the last-mentioned line to the line between the north-east and south-west halves of the Lots in Concession XII, Township of Pakenham; thence south-easterly along the last-mentioned line to the line between the south half of Lot 16 and the south half of Lot 17, Concession XII, Township of Pakenham; thence south-westerly along the last-mentioned line and along the line between Lots 16 and 17, Concession XI, to the line between the north-east and south-west halves of the Lots in Concession XI, Township of Pakenham; thence south-easterly along the last-mentioned line to the line between the south-west half of Lot 13 and the south-west half of Lot 14, Concession XI, Township of Pakenham; thence south-westerly along the last-mentioned line and along the lines between Lots 13 and 14, Concessions X and IX, to the line between the north-east and south-west halves of the Lots

in Concession IX, Township of Pakenham; thence south-easterly along the last-mentioned line to the line between the south-west half of Lot 7 and the south-west half of Lot 8, Concession IX, Township of Pakenham; thence south-westerly along the last-mentioned line and along the line between Lots 7 and 8, Concession VIII to the line between the north-east and south-west halves of the Lots in Concession VIII, Township of Pakenham; thence south-easterly along the last-mentioned line to the boundary between the Townships of Pakenham and Ramsay; thence south-westerly along the last-mentioned boundary to the road between Concessions VII and VIII, Township of Ramsay; thence south-easterly along the said road to the side road between lots 20 and 21, Concession VIII, Township of Ramsay; thence north-easterly along the said side road to the line between the north-east and south-west halves of the Lots in Concession VIII, Township of Ramsay; thence south-easterly along the last-mentioned line to the boundary between the Townships of Ramsay and Beckwith; thence south-westerly along the last-mentioned boundary to the line between Lots 16 and 17, Concession XII, Township of Beckwith; thence south-easterly along the last-mentioned line and along the line between Lots 16 and 17, Concession XI, Township of Beckwith, to the north-westerly limit of the Right-of-Way of the Canadian Pacific Railway; thence north-easterly along the last-mentioned limit to the boundary between the Township of Beckwith in the County of Lanark and the Township of Goulbourn in the County of Carleton; thence south-easterly along the last-mentioned boundary to the boundary between the Townships of Goulbourn and Marlborough; thence north-easterly along the last-mentioned boundary to the boundary between the Townships of Marlborough and North Gower; thence south-easterly along the last-mentioned boundary to the road between Lots 35 and 36, Concession IV, Township of North Gower; thence easterly along the road between Lots 35 and 36 in Concessions IV, III, and II and continuing easterly along the production of the said road to the easterly boundary of the Township of North Gower, being the centre line of the Rideau River; thence northerly following the centre line of the Rideau River to the west boundary of the Township of Osgoode; thence southerly along the last-mentioned boundary to the road between Lots 35 and 36 in the Broken Front Concession, Township of Osgoode; thence easterly along the road between Lots 35 and 36 in the Broken Front and First Concessions and between Lots 34 and 35 in the Second Concession, and between Lots 35 and 36 in Concessions III, IV, V, VI, VII, VIII, IX, X, and XI, Township of Osgoode, and continuing along the road between Lots 5 and 6 in Concessions I, II, III, IV, V, VI, VII, and VIII in the Township of Russell to the road between Concessions VIII and IX of the said Township of Russell; thence northerly along the last-mentioned road to the boundary between the Townships of Russell and Cumberland; thence easterly along the last-mentioned boundary to the road between Concessions III and IV, Township of Cumberland; thence northerly along the last-mentioned road to the line between Lots 1 and 2, Concession III, Township of Cumberland; thence easterly along the last-mentioned line to the west boundary of

Lot 10 in the Second Concession from the Ottawa River, sometimes called "The Old Survey", in the Township of Cumberland; thence northerly along the said west boundary of Lot 10 in the Second Concession from the Ottawa River and along the west boundary of Lot 10 in the First Concession from the Ottawa River to the southerly shore of the Grand or Ottawa River; thence northerly across the said Grand or Ottawa River to the point on the northerly shore where it is intersected by the line between Lots 7 and 8, Range 1, Township of Buckingham, in the County of Papineau, Province of Quebec; thence northerly along the lines between Lots 7 and 8, Ranges I, II, III, IV, V, VI, VII, VIII, IX, X, XI, and XII, Township of Buckingham, to the boundary between the Townships of Buckingham and Derry, County of Papineau; thence westerly along the last-mentioned boundary to the boundary between the Townships of Derry and Portland East; thence northerly along the last-mentioned boundary to the range line between Ranges III and IV of the said Township of Portland East; thence westerly along the last-mentioned range line to the boundary between the Townships of Portland East and Portland West; thence northerly along the last-mentioned boundary to the range line between Ranges IV and V of the said Township of Portland West; thence westerly along the last-mentioned range line to the easterly boundary of Lot 7, Range V, Township of Portland West; thence northerly along the last-mentioned boundary to the range line between Ranges V and VI, Township of Portland West; thence westerly along the last-mentioned range line to the easterly boundary of Lot 7, Range VI, Township of Portland West; thence northerly along the last-mentioned boundary to the range line between Ranges VI and VII, Township of Portland West; thence westerly along the last-mentioned range line to the easterly boundary of Lot 7, Range VII, Township of Portland West; thence northerly along the last mentioned boundary to the range line between Ranges VII and VIII, Township of Portland West; thence westerly along the last-mentioned range line to the easterly boundary of Lot 7, Range VIII, Township of Portland West; thence northerly along the last-mentioned boundary to the range line between Ranges VIII and IX, Township of Portland West; thence westerly along the last-mentioned range line to the boundary between the Townships of Portland West and Denholm; thence southerly along the last-mentioned boundary to the boundary between the Townships of Denholm and Wakefield; thence westerly along the last-mentioned boundary to the line between Lots 25 and 26, Range XI, of the said Township of Wakefield; thence southerly along the lines between Lots 25 and 26, Ranges XI, X, IX, VIII, VII, VI, and V, Township of Wakefield, to the range line between Ranges IV and V, Township of Wakefield; thence westerly along the last-mentioned range line to the line between Lots 4 and 5, Range V, Township of Wakefield; thence northerly along the lines between Lots 4 and 5, Ranges V, VI, and VII, Township of Wakefield, to the range line between Ranges VII and VIII, Township of Wakefield; thence westerly along the last-mentioned range line to the boundary between the Townships of Wakefield and Masham; thence northerly along the last-mentioned boundary to the

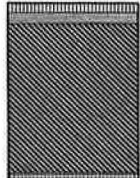
range line between Ranges VII and VIII, of the said Township of Masham; thence westerly along the last-mentioned range line to the boundary between the Townships of Masham and Aldfield; thence northerly along the last-mentioned boundary to the range line between Ranges II and III, of the said Township of Aldfield; thence westerly along the last-mentioned range line to the easterly boundary of the east range of the said Township of Aldfield; thence along the said easterly boundary of the east range of the Township of Aldfield to the line between Lots 14 and 15 of the said east range of the Township of Aldfield; thence westerly along the lines between Lots 14 and 15, east range and west range, Township of Aldfield to the westerly boundary of the west range of the said Township of Aldfield; thence southerly along the said westerly boundary to the range line between Ranges I and II of the said Township of Aldfield; thence westerly along the last-mentioned range line to the boundary between the Townships of Aldfield and Thorne, County of Pontiac; thence southerly along the last-mentioned boundary and continuing along the boundary between the Townships of Onslow and Bristol, County of Pontiac, to the Grand or Ottawa River; thence southerly across the Grand or Ottawa River to the point of commencement; an area of one thousand eight hundred square miles, more or less.

EDMOND CLOUTIER, C.M.G., O.A., D.S.P.
QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1958

CUMULATIVE
TOTAL

\$ 39,718,847

INTEREST ON LOANS
MISCELLANEOUS MAINTENANCE
ASSISTANCE TO MUNICIPALITIES
CONSTRUCTION PROJECTS AND
GRANTS FOR SEWER AND
WATER MAINS.

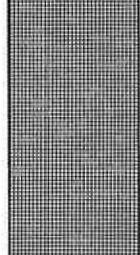


\$ 238,861
\$ 298,924

DETAILS OF PROJECTS

GRANTS TO OTTAWA FOR CONSTRUCTION OF SEWERS AND WATER MAINS.....	\$ 1,645,323
CONSTRUCTION OF BYTOWN BRIDGES AND IMPROVEMENTS TO SUSSEX DRIVE.....	826,183
IMPROVEMENTS TO HULL APPROACHES TO CHAUDIERE BRIDGE.....	490,092
IMPROVEMENTS TO OTTAWA APPROACHES TO CHAUDIERE BRIDGE.....	307,511
CONTRIBUTION TO CONSTRUCTION OF DUMBAR BRIDGE.....	190,815
SHARE OF COST OF IMPROVEMENTS TO BRONSON BRIDGE (EST'D FOR 1958-59).....	200,000
MISCELLANEOUS ASSISTANCE.....	71,303
	<u>\$ 3,831,227</u>

MISCELLANEOUS CONSTRUCTION
COMMISSION PROPERTIES.

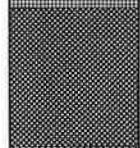


\$ 6,846,845

DETAILS OF PROJECTS

PARKWAYS IN GATINEAU PARK.....	\$ 3,634,013
LAC DES FEES PARKWAY.....	484,807
DEVELOPMENT OF HOG'S BACK PARK.....	451,283
DEVELOPMENT OF HULL PARKS.....	203,712
DEVELOPMENT OF GATINEAU PARK.....	257,874
MISCELLANEOUS PARK AND PARKWAY PROJECTS.....	1,835,146
	<u>\$ 6,846,845</u>

RELOCATION OF RAILWAY
FACILITIES.



\$ 3,590,875

MACKENZIE KING BRIDGE.

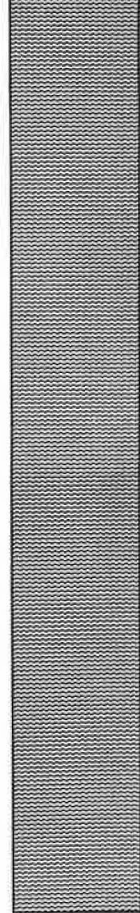


\$ 1,351,548

DETAILS OF LANDS

EASTERN PARKWAY.....	\$ 1,942,882
GATINEAU PARK.....	3,385,758
GREEN BELT IN ONTARIO.....	5,573,817
HULL SOUTH PARKWAY.....	801,523
HULL GENERAL LANDS.....	844,374
INDUSTRIAL AND RAILWAY SITES TOWNSHIP OF GLOUCESTER.....	1,520,486
MACKENZIE KING BRIDGE.....	501,454
MISCELLANEOUS SITES.....	299,102
OTTAWA RIVER PARKWAY.....	2,934,752
QUEENSWAY.....	2,880,430
RIDEAU RIVER PARKWAY.....	2,089,808
STATION BOULEVARD.....	228,825
SUSSEX DRIVE.....	81,977
WESTERN PARKWAY.....	858,003
	<u>\$ 23,560,567</u>

LAND ACQUISITIONS.



\$ 23,560,567

\$ 40 MILLION

38

36

34

32

\$ 30 MILLION

28

26

24

22

\$ 20 MILLION

18

16

14

12

\$ 10 MILLION

8

6

4

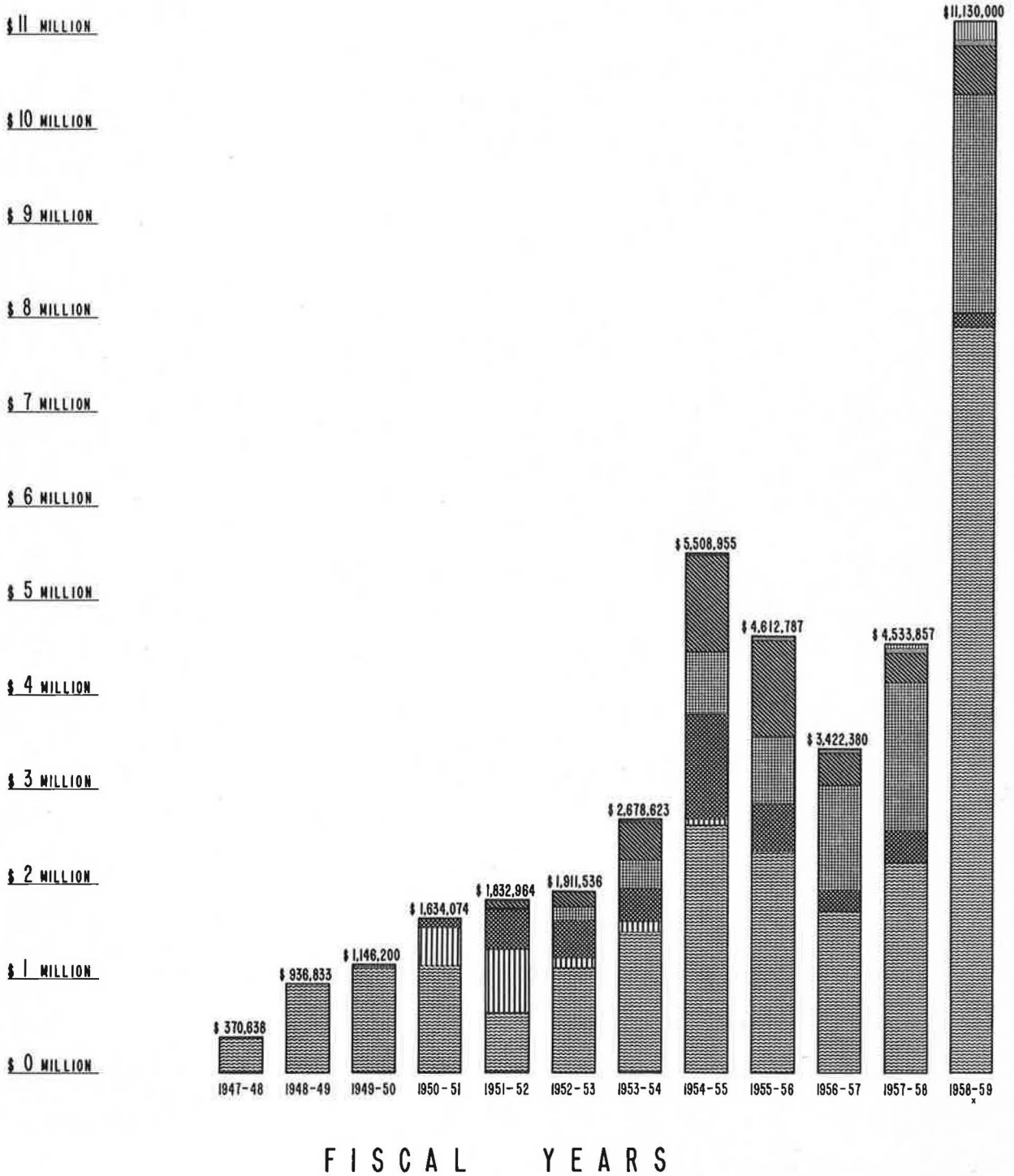
2

\$ 0 MILLION

FEDERAL DISTRICT COMMISSION

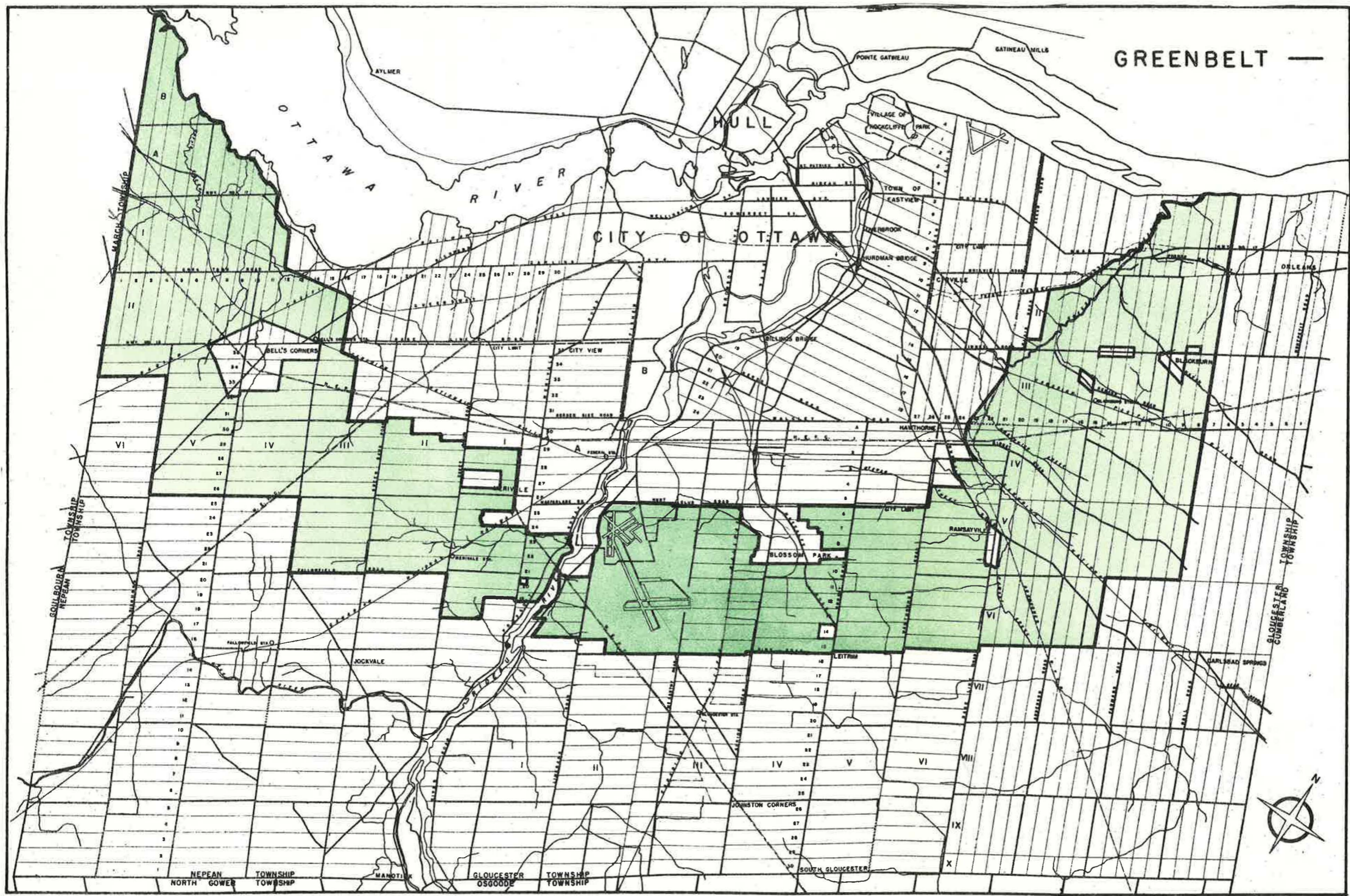
EXPENDITURES FOR DEVELOPMENTS AND IMPROVEMENTS WITHIN THE NATIONAL CAPITAL REGION

FROM APRIL 1, 1947 TO MARCH 31, 1959



* ESTIMATED IN PART.

GREENBELT —



LA REGION de la CAPITALE NATIONALE
THE NATIONAL CAPITAL REGION

- La Région de la Capitale Nationale The National Capital Region
- Parc de la Gatineau Gatineau Park
- Ceinture de Verdure Greenbelt
- Terrains de la Couronne de la Commission de la Capitale Nationale et autres National Capital Commission, Federal Properties and Others
- Surface Construite Actuelle Present Built-up Area
- Prolongement en vue des Besoins Futurs Future Urban Development
- En Voie de Construction Under Construction
- Prolongement d'une Route Projetée Future Road Extension

0 2 4 6
 Échelle milliaire Scale of miles
 Price 35c Prix
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 Ottawa, Canada
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