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# Federal District Commission

OTTAWA, CANADA



**FIFTY-EIGHTH ANNUAL REPORT**

**1957**

FEDERAL DISTRICT COMMISSION

OTTAWA

Canada

FIFTY-EIGHTH ANNUAL REPORT

1957

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FEDERAL DISTRICT COMMISSION

Ottawa, Canada.

January 20, 1958.

Rt. Hon. John G. Diefenbaker, P.C., M.P.,  
Prime Minister of Canada,  
Ottawa, Canada.

Dear Mr. Prime Minister:

We have the honour to present to you the Fifty-Eighth Annual Report of the activities of the Commission for the period January 1 to December 31, 1957, as required by section 20 of the Federal District Commission Act.

Respectfully submitted,

(Sgd.) Howard Kennedy,  
Chairman.

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

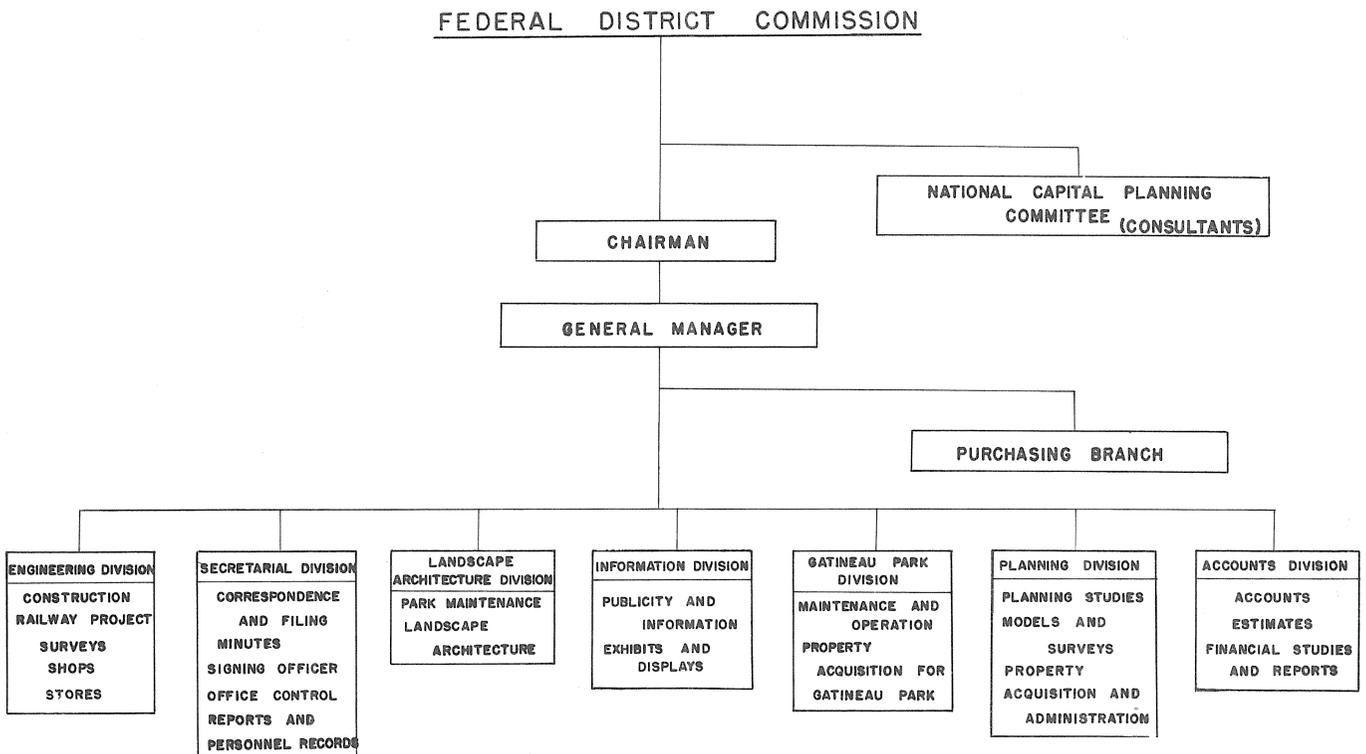
FEDERAL DISTRICT COMMISSION

F.D.C.

The Commission is constituted under the Federal District Commission Act, 1926-27, c.55, s.1 (R.S. 1952, Ch. 112). It is composed of twenty members, eighteen of whom are appointed by the Governor in Council and one each by the cities of Ottawa and Hull. The Chairman is named by the Governor in Council. All hold office during pleasure for a period not exceeding five years. The members appointed by the Governor in Council include one member appointed for each of the ten provinces of Canada, who is ordinarily a resident of the province for which he is appointed. The members serve without remuneration but are reimbursed for expenses incurred by them in the execution of their duties. The Chairman, however, receives an honorarium since April 1, 1956.

The Commission meets every two months in Ottawa.

ORGANIZATION CHART - 1957



FEDERAL DISTRICT COMMISSION

CHAIRMAN

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.  
A. F. Baird, M.E.I.C., D.Sc., Fredericton, representing the Province of New Brunswick.  
Edgar Baird, Gander, representing the Province of Newfoundland.  
J. H. Blanchard, B.A., LL.D., Charlottetown, representing the Province of Prince  
Edward Island.  
Charles Camsell, C.M.G., LL.D., F.R.S.C., Ottawa.  
Mrs. Cora T. Casselman, B.A., Edmonton, representing the Province of Alberta.  
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., Ottawa.  
C. E. Joslyn, B.Sc., D.L.S., Winnipeg, representing the Province of Manitoba.  
A. J. Major, LL.D., Ottawa.  
Thomas Moncion, 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  
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, Que.  
Major-General Howard Kennedy, C.B.E., M.C., M.E.I.C., F.E., Chairman of  
The Federal District Commission.  
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.



General remarks regarding activities during 1957

Members of  
F.D.C.

The following changes in the membership of the Commission took place during 1957:

Mr. George H. Nelms, Mayor of Ottawa, was appointed, on January 7, 1957, representative of the City to the Commission.

Mr. J. A. Ewart, Ottawa architect, retired on December 31, 1956, having served continuously as a member of the Commission since May 2, 1938.

F.D.C. Act

A Joint Committee of the Senate and the House of Commons was appointed, in 1956, to review and report upon the progress and programs of the Federal District Commission in developing and implementing the Plan for the National Capital. This Committee reported to the Senate and House of Commons on August 1, 1956.

On April 8, 1957, Bill No. 417 - an Act respecting the Development and Improvement of the National Capital Region - was given first reading in the House of Commons. It was not proceeded with before the dissolution of the Twenty-Second Parliament.

On October 23, 1957, the Prime Minister enunciated, in the House of Commons, the policy of the Government in regard to the National Capital Plan. Mr. Diefenbaker also stated that the Cabinet had decided to postpone, until the next session of Parliament, consideration of legislation concerning the development and improvement of the national capital.

"Queensway"

A formal cost-sharing Agreement for the construction of the "Queensway" was signed in the Prime Minister's office, Ottawa, on March 19, 1957. The Agreement was made between the Government of Canada, represented by the Minister of Public Works for Canada; the Government of the Province of Ontario, represented by the Minister of Highways; the Federal District Commission, represented by the Chairman, and the Corporation of the City of Ottawa, represented by His Worship the Mayor.

HER MAJESTY DEDICATING THE "QUEENSWAY"

LEFT  
(page 4)

Queen Elizabeth II dedicating the "Queensway" project on October 15, 1957. Seen with Her Majesty, left to right, are Honourable Howard C. Green, Minister of Public Works; Honourable Leslie M. Frost, Premier of Ontario; Major General Howard Kennedy, Chairman of the Federal District Commission.

The "Queensway" - east-west limited access highway - to be constructed on right-of-way of the Canadian National Railways crosstown tracks was designed by De Leuw Cather and Company, Consulting Engineers and is a federal-provincial-municipal project, estimated to cost \$31,250,000. Actual construction will be carried out by the Department of Highways of the Province of Ontario with the Trans-Canada Highway Authority of the Department of Public Works of Canada and the City of Ottawa contributing financially.

The Federal District Commission's contribution to the "Queensway" project will be: a) the former right-of-way of the Canadian National Railways together with additional adjoining land purchased to provide a right-of-way of 180 feet more or less, valued at \$8,300,000; b) landscaping of the right-of-way which it is estimated will cost \$300,000.

Queen Elizabeth II of Canada dedicated the Queensway project on October 15, 1957. In a civic ceremony at Hurdman's Bridge, Her Majesty pressed a button which set off the first blasting operation of the first stage of the new development. Seven years is the estimate of the time it will take for the completion of the whole project from Green's Creek to South March - a distance of 22.8 miles. The construction of the "Queensway" will be one of the largest public works ever undertaken in the national capital.

#### THE "QUEENSWAY" - BEFORE AND AFTER

UPPER LEFT  
(page 7)

Aerial photo of the right-of-way of the C.N.R. crosstown tracks, looking west from the Hurdman's area.

UPPER RIGHT

The scale model of the National Capital Plan, view west from the new Hurdman's Bridge, showing the "Queensway" constructed on the former right-of-way of the crosstown tracks. The model shows proposals for the final re-development of the area when all rail lines are re-located in the future.

BOTTOM

Model shows the "Queensway" in its final form in the section between the Rideau Canal (extreme right) and Bronson Avenue (extreme left).



Liaison with municipalities

Discussions and negotiations between the municipalities within the National Capital District and the Federal District Commission, on both policy and technical levels, have had a mutually beneficial effect for such municipalities and for the overall development within the national capital region.

Relocation of railway facilities

During 1957 the Commission began the second stage of the railway relocation project. This will provide, when completed, adequate facilities for the joint operation of both railways under a terminal company in the area south of the Ottawa River. A new freight terminal was constructed in the Hurdman district. This includes a modern office and freight shed with loading platforms, approximately two miles of shed and switching trackage, paved truck loading areas, and the necessary water and sewerage services. The new terminal will replace the old C.N.R. freight facilities at the Union Station and will permit improvements to be made to parking facilities for Union Station.

Joint Railway operations

Substantial progress was achieved in negotiations by the Commission with the railway companies for the establishment of a terminal company to operate all rail facilities within the national capital district. It is now hoped that an agreement for joint operations of railway facilities south of the Ottawa River will be reached during 1958.

RIGHT: RAILWAY RELOCATIONS

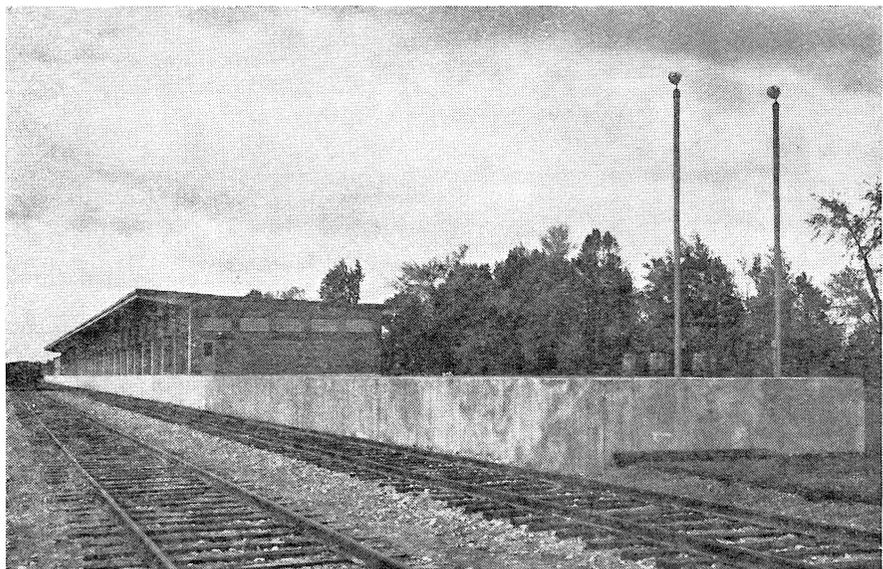
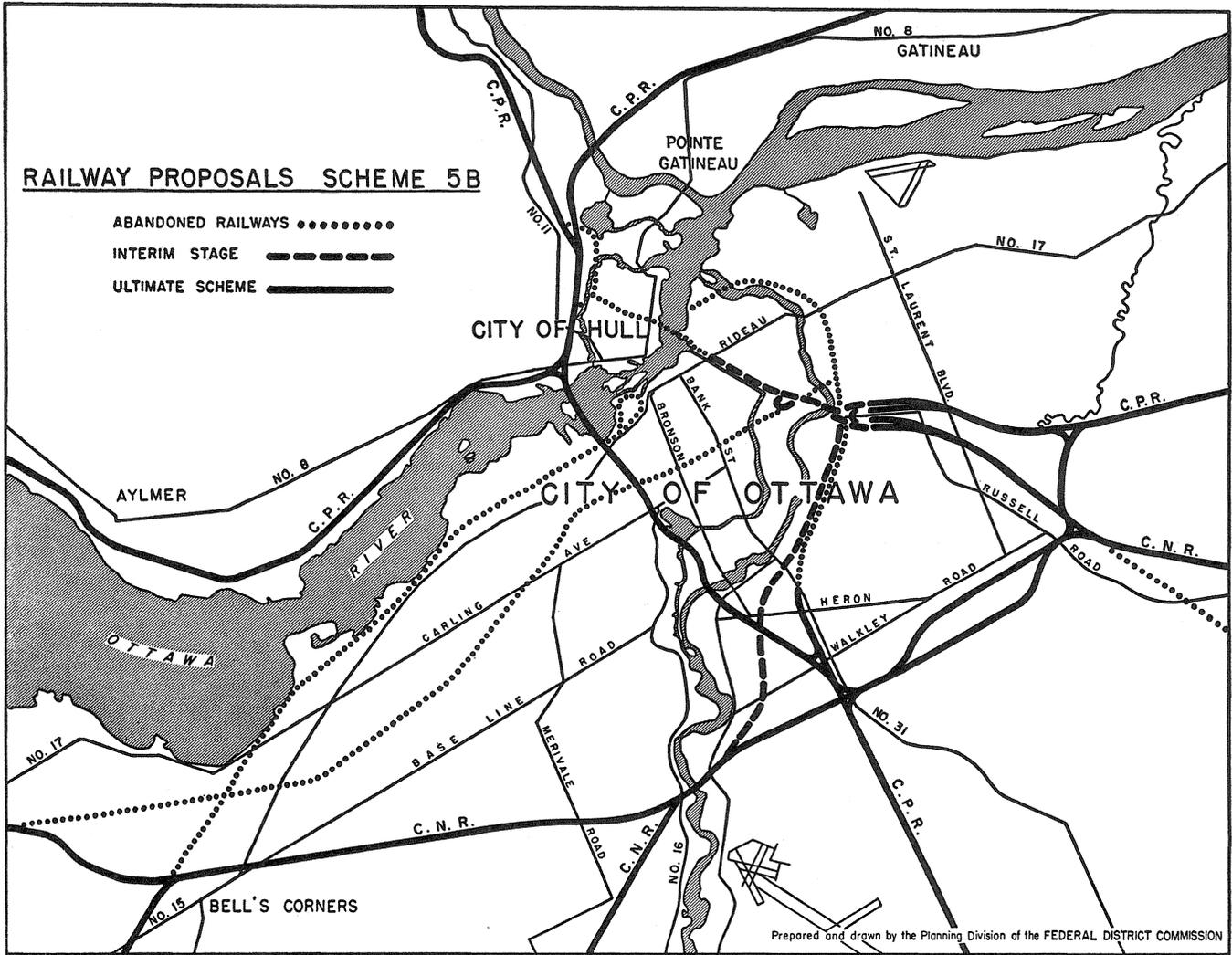
TOP  
(page 9)

The Railway Proposal 5-B envisages the retention of the north-south C.P.R. line parallelling Preston Street as the link between Hull in Quebec and Ottawa in Ontario, using the Prince of Wales Bridge at Lemieux Island. To do so, this line will be raised so as not to interfere with the principal east-west traffic arteries within the City of Ottawa.

When the developments proposed by Plan 5B have been completed, most of the railway lines within the cities of Ottawa and Hull will be eliminated and the Alexandra Bridge (the Interprovincial) will be available for highway use but this will take many years. The first step which was the relocation of the make-up yards of the C.N.R. has already been completed by the removal of these facilities to a new location south of the Walkley Road. The final step in Plan 5-B will be the removal of Union Station to the Walkley Road site.

BOTTOM

New local freight terminus, constructed by the F.D.C. for use of the C.N.R. in the Hurdman's area, east of the Rideau River.



Grant to Ottawa  
for sewers  
and water mains

The City of Ottawa was assisted financially in the provision of sewer and water services which were required due to the impact of the Master Plan on its economy. The annual grant to the City of Ottawa during 1957 amounted to approximately \$248,000.

Sites of proposed  
new bridges

Co-operative study was given with the Cities of Ottawa and Hull to plan for some of the bridges which will be required within the national capital district. Among the bridges studied in a special way during 1957 were a proposed new Interprovincial Bridge, a proposed new Bronson Avenue Canal Bridge, as well as a Smyth Road - Ottawa East Bridge.

Some time ago, the Inter-Governmental Engineering Committee recommended a site for the proposed new \$10 million Ottawa River bridge. It would place the new span almost a half mile downstream from the present Interprovincial Bridge. The approach from the Ottawa side would be along the Canadian Pacific Railway spurline, and would underpass both Sussex Drive and Lady Grey Drive several hundred yards south-west of Earnscliffe. On the Hull side, the approach would be along an extension of Montclair Avenue to Marston Street, a block west of Boulevard Sacré-Coeur and the site of the old Sacred Heart Hospital. No understanding has yet been reached among all the interested parties for the construction of this bridge.

Although final arrangements have not been completed, the Commission expects to participate with the City of Ottawa and the Province of Ontario in the construction of a new bridge crossing the Rideau Canal at Bronson Avenue.

Ottawa sewage  
disposal plant

Discussions continued during 1957 between the Ontario Water Resources Commission and the City of Ottawa in regard to the construction of a sewage disposal plant. All authorities concerned agree in principle that the elimination of pollution of the Ottawa River is imperative, and that the 43-million dollar project should be launched at as early a date as possible. A site for a civic disposal plant, east of the City, at Green's Creek, was decided upon a few years ago. The Commission is assisting the City financially in the acquisition of this site.

The pollution problem of the Ottawa River is a concern of all municipalities along the Ottawa River in the provinces of Ontario and Quebec.

Site of second  
filtration plant  
of Ottawa

The Commission facilitated the purchase of a site at Britannia for a new water purification and pumping plant of the City of Ottawa, by relinquishing certain leased lands.

Preparation of  
the "Official  
Plan" for Ottawa

A positive step was taken, during the year 1957, towards the establishment of an "official plan" to regulate all land use in the City of Ottawa. The City called for tenders for an aerial survey of the Capital in June 1957. The Commission has offered to make approximately a \$15,000 contribution toward the cost of this aerial survey. It has also been agreed that negotiations should be undertaken with municipalities in the Ottawa Planning Area with a view to enlarging the "official plan" to cover the national capital area.

Grant toward  
Hull housing  
survey

A \$2,500 grant toward the cost of the Hull housing survey was also approved by the Commission in 1957. The grant was intended to cover planning data which could be conveniently secured during the housing survey. The Commission recommended to the Government that certain lands necessary for the widening of several streets in the vicinity of the new Printing Bureau be transferred to the City of Hull.

Floral displays

While the public buildings and the national institutions are of great interest to visitors, especially students, all visitors are much impressed by the beautiful and extensive floral displays in the parks and driveways, and in the grounds of public buildings. They comment on the high standard of these displays which are a feature of the Capital of today.

Hull parks

Provision is made for the continuation of the programme of development of parks in Hull. Basic construction of a new park around Leamy Lake was started in the fall of 1957. The Leamy Lake area park will include: a new parkway, swimming beaches, large picnic areas and suitable refreshment facilities. During 1957 grading was completed of  $1\frac{1}{4}$  miles of roadway to give access to the beach area from Fournier Boulevard (Highway No. 8).

Land Acquisitions

The Commission estimates that the percentage of land which will have been acquired as of March 31, 1958, will be as follows: Gloucester industrial sites, 99%; "Queensway", 40% (exclusive of railway right-of-way already acquired); Western Parkway, 85%; Eastern Parkway, 85%; Rideau River Driveway, 99%; and Ottawa River Driveway, 80%.

Land is also being purchased for miscellaneous parkways and industrial sites in the City of Hull and suburbs, and Hull South Parkway. The percentage of land acquired as of March 31, 1958, of the total required will be approximately 55%.

Hog's Back Park

Desirous of providing a park in the southern part of Ottawa comparable to the Rockcliffe Park in the eastern part of Ottawa, the Commission continued, in 1957, the progressive development of Hog's Back Park. Located as it is in the vicinity of the new government group of office buildings where thousands of employees will be housed within the next 5 years, this park in addition to its use by the general public will be used for picnics on a large scale.

The plans for the proposed additional service buildings at Hog's Back Park picnic area have been approved by the Commission. These plans comprise a refreshment pavilion, a general shelter, a bus stop and rest rooms. Among its main features will be parking areas for a total of 540 cars and a bus terminal; two softball diamonds; 400 picnic tables; several overlooks and 30 outdoor fireplaces and drinking fountains. The formal opening of the 125-acre Hog's Back Park picnic grounds is scheduled to take place early next summer.

HOG'S BACK PARK

TOP  
(page 13)

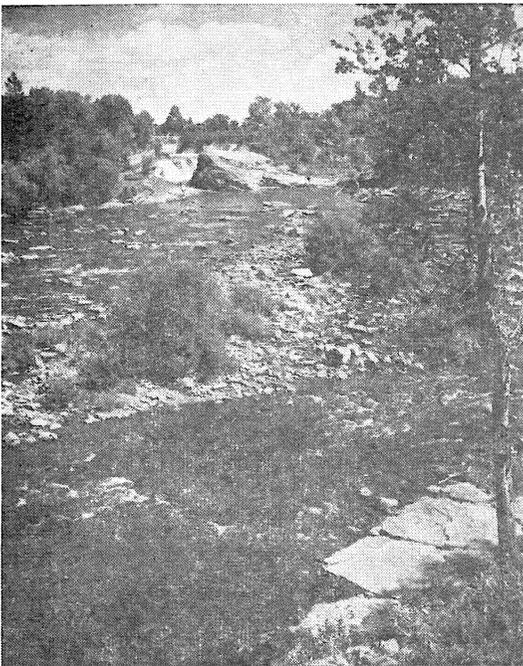
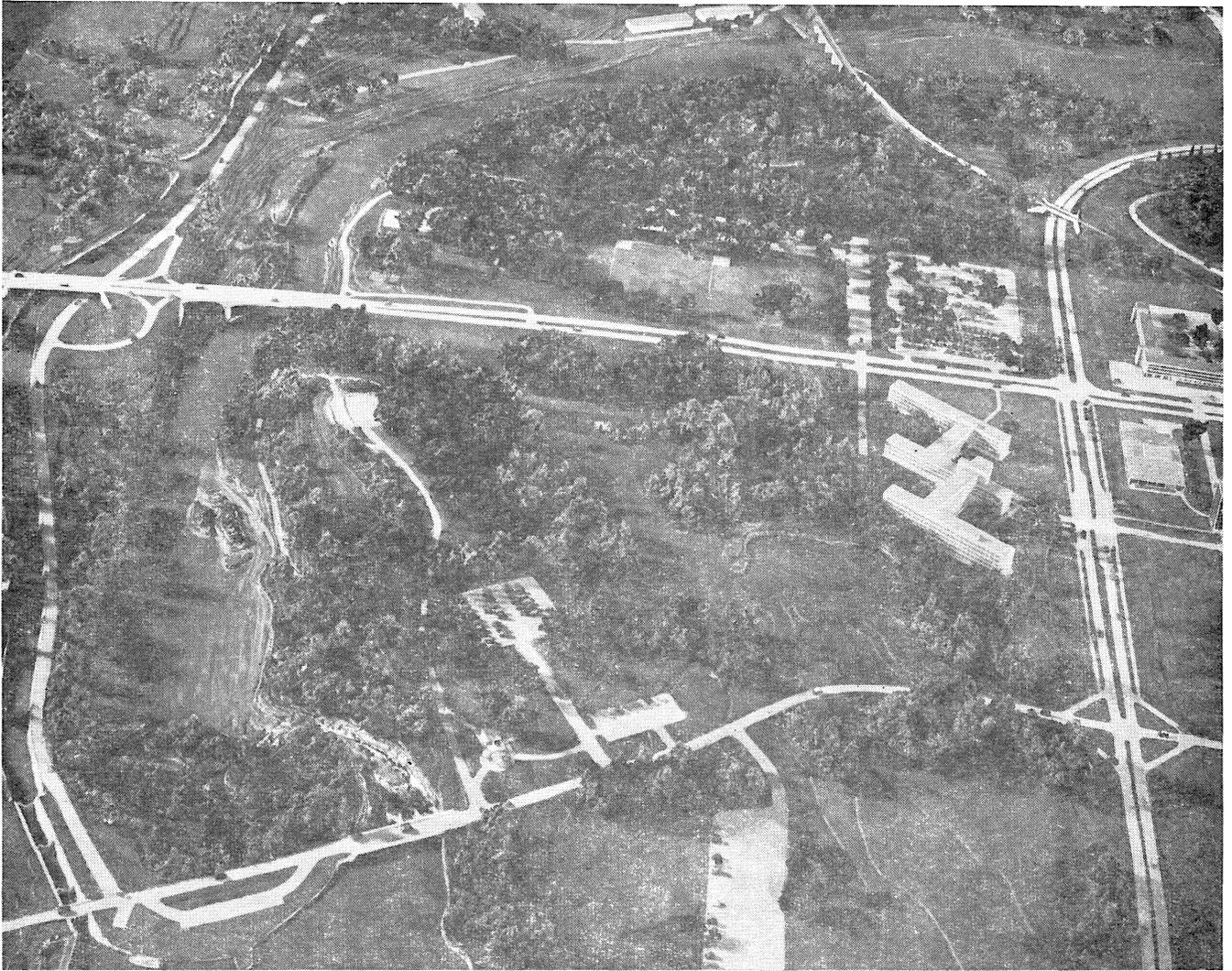
Model of the Federal District Commission's new 125-acre Hog's Back Park on the east side of the Rideau River, north of Hog's Back Falls. The park merges with the new Rideau Heights Federal Government building site where new departmental buildings are being constructed for the Department of Public Works (right center), the Post Office Department, etc.

BOTTOM LEFT

Hog's Back Falls, one of the attractive features of the new park.

BOTTOM RIGHT

The refreshment pavilion constructed by the F.D.C. in 1955 to serve the southern end of the new park.



Gatineau Park

In regard to Gatineau Park lands, the percentage of land which will have been acquired as of March 31, 1958, will be approximately 75% of the total required. During 1957, the Commission acquired a number of properties in the townships of Hull, Masham, Onslow and Eardley.

The Commission continued to make improvements at Lac Philippe during 1957. For some time past, it has become increasingly evident that the recreational facilities were inadequate to cope with the large number of visitors to the area. For that reason, the Commission decided to enlarge existing parking areas, to improve the roadways and to add to the bathing and picnic facilities.

An attractive refreshment pavilion and shelter combined is also under construction in the "Plage du Ruisseau" (Brook Beach) area of Lac Philippe.

As well, in 1957, the Commission awarded a contract for a covered bridge over Lapêche River at Ste. Cécile de Masham.

Both the new refreshment pavilion at Lac Philippe and the covered bridge at Ste. Cécile de Masham will be opened to the public in the early summer of 1958.

Gatineau Parkways

The Commission proposes to construct suitable parkways through the Gatineau Park area as a means of access to the Park, also in order to provide scenic drives to visitors and residents of the area alike for their enjoyment of the natural beauty of this park. Progress on this project had been held up due to the difficulty of acquiring land at reasonable prices; also construction is carried out only to the extent that monies become available for this purpose. It was not possible during 1957, to complete the link in the parkway construction program from Boulevard Gamelin to the Fortune Lake Parkway. The Commission entered into a contract for the construction of approximately 4 miles from the Notch Road over land owned by the Commission to within one mile of Fortune Lake Parkway.

RIGHT: GATINEAU PARK

TOP  
(page 15)

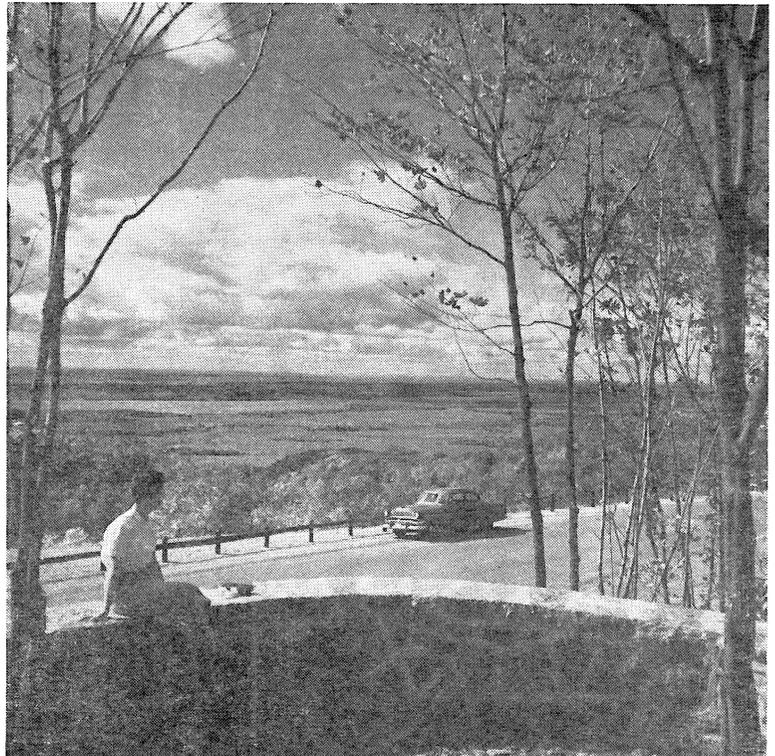
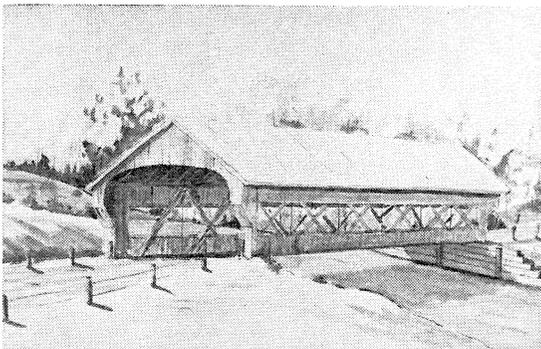
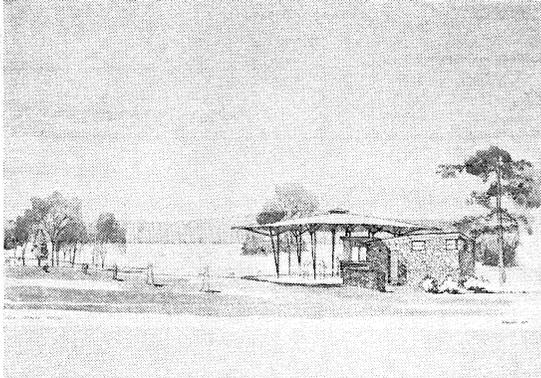
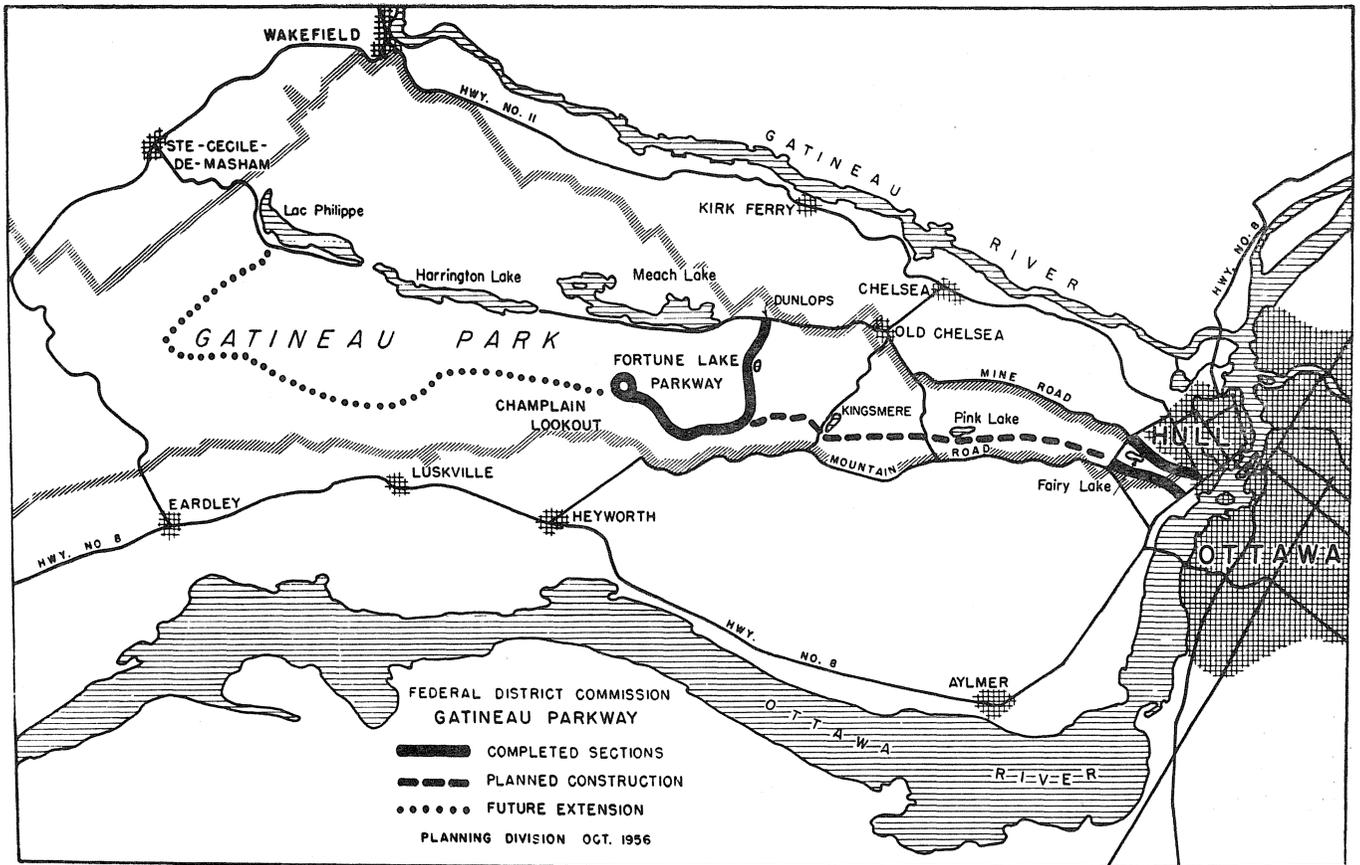
Map of the central and southeastern area of the park, showing the sections of the Commission's Gatineau Parkway already built, those under construction, and the route of future construction.

BOTTOM RIGHT

View of the Ottawa River Valley from a lookout on the Fortune Lake section of Gatineau Parkway.

BOTTOM LEFT

(top) drawing of the new refreshment pavilion which will be opened in the summer of 1958 at Lac Philippe and (bottom) drawing of the new covered bridge which the Commission has constructed over Lapêche River to improve the road to Lac Philippe.



During 1957, the Commission also completed the paving and landscaping of the Fortune Lake Parkway. From the Champlain lookout on this parkway can be seen many magnificent panoramic views of the Ottawa Valley some 1,000 feet below. The Fortune Lake Parkway is part of the 45-mile scenic parkway which the F.D.C. is building through the 75,000-acre Gatineau Park as part of the national capital plan.

It is expected that, in 1958, there will be a continuation of the development of a new section of the main parkway from Boulevard Gamelin to the Notch Road in the direction of Fortune Lake Parkway, as well as a continuation of survey work beyond Fortune Lake Parkway.

Policing by  
R.C.M.P.

The policing by Patrol Squads, "A" Division, Royal Canadian Mounted Police, of the parks and parkway system of the Commission in Ottawa, Hull and Gatineau Park was most satisfactory during 1957, as in the past. The patrolmen deal directly with traffic and also supply general supervision of F.D.C. property bordering the Parkway system.

F.D.C.  
Information  
Division

The Commission continued an active program of public information on the national capital plan during 1957. The F.D.C. Information Division now occupies its new quarters on the ground floor of the Daly Building. The new offices house the permanent display models of the national capital plan, and exhibit maps and plans.

In addition to explaining the highlights of the national capital plan to countless visitors to its new quarters, the Director of Information and his assistant gave a number of illustrated lectures to university and school groups and service clubs in Ontario as well as in Quebec. Extensive publicity has also been carried out in the press, magazines, radio and television. The 1957 edition of the F.D.C. information map (printed in 7 colours) of the metropolitan area of the national capital was well received by the public.

The Commission participated in the Rotary Club sponsored "Adventure in Citizenship" - the 7th annual event of this kind - under which some 180 high school students from all parts of Canada visit the capital each spring.

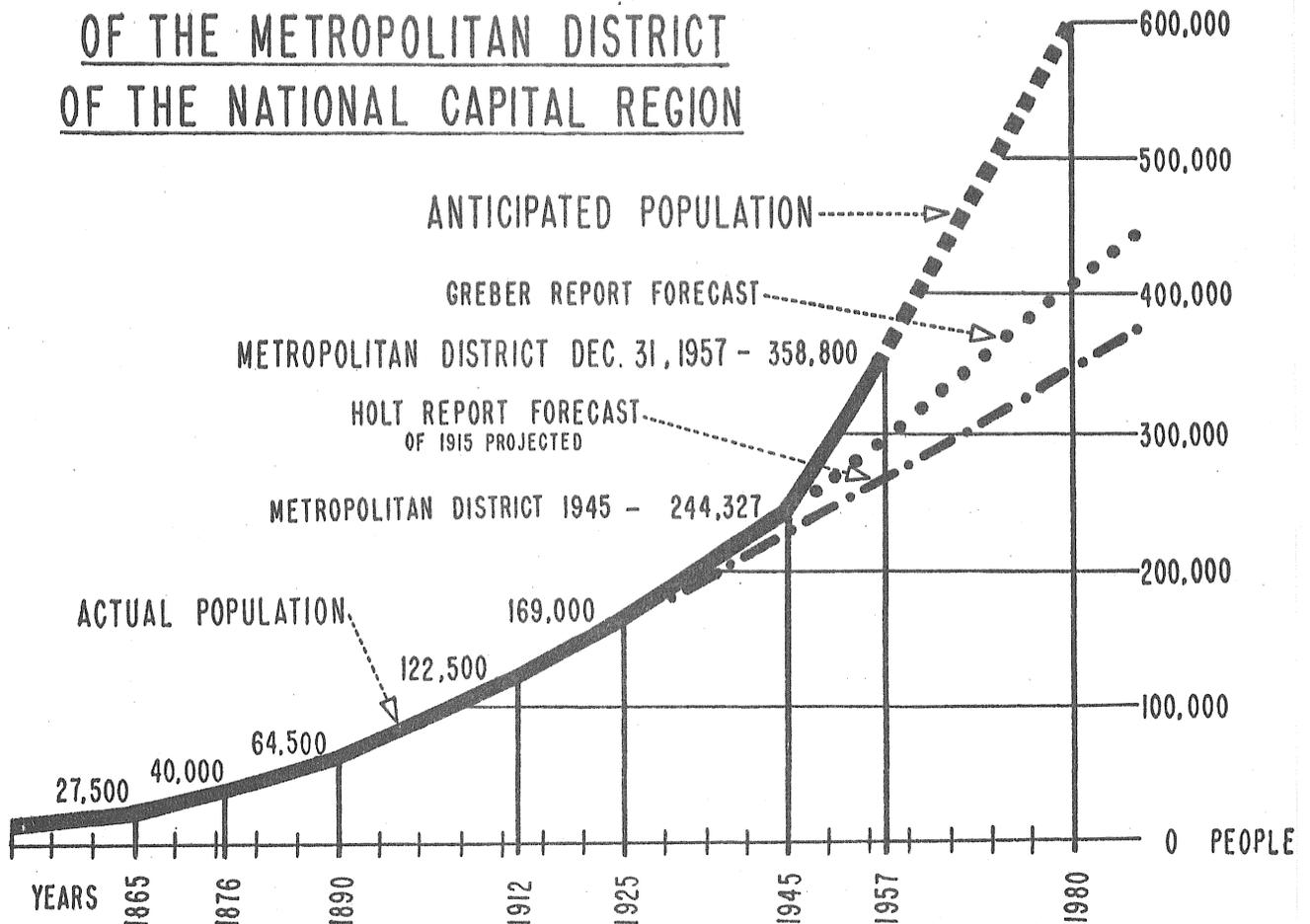
Albion Road  
Shops of  
Commission

The progressive construction of new F.D.C. shops and warehouses in the Albion Road area was continued during the year. Part of this work will be done during the winter 1957-58 in order to provide winter employment. The transfer of service operations from the Carling Avenue property to the new Albion Road building is a gradual process. In 1957, the paint shop and electricians' shop were moved to the new location.

Personnel.

It should be recorded that Mr. H. R. Cram, assistant general manager, and Mr. S. B. Wass, railway consulting engineer, both retired in the course of the present year. On August 1, 1957, Mr. C. R. Cornish assumed the duties of chief engineer of the Commission and, on November 1, Mr. J. L. McQuarrie of the Canadian Pacific Railway Company, the duties of railway consulting engineer of the Commission.

POPULATION GROWTH AND FORECAST  
OF THE METROPOLITAN DISTRICT  
OF THE NATIONAL CAPITAL REGION



METROPOLITAN DISTRICT INCLUDES - OTTAWA, HULL, EASTVIEW, ROCKCLIFFE-PARK, AYLNER, DESCHENES, GATINEAU, TEMPLETON POINTE - GATINEAU, TEMPLETON-WEST, HULL-SOUTH, NEPEAN, GLOUCESTER.

Current population studies indicate the population of the Ottawa-Hull Metropolitan area will reach about 600,000 by the year 1980.

PLANNING

Master Plan

The "General Report on the Plan for the National Capital" (1950) - by Jacques Gréber, is designed to guide the development of the urban area of the Capital over the next half century. Railway, highway and arterial roadway proposals are treated in detail in the Master Plan, as are proposals for governmental development of parks, parkways, sites for departmental buildings and national institutions, etc.

In his 1957 report to the Commission regarding progress of the work of implementation of the National Capital Plan, Jacques Gréber, Planning Consultant, expressed his satisfaction with the execution of important elements of the Master Plan.

Greenbelt

The Master Plan provides for an ultimate population of approximately six hundred thousand within a five mile radius of Parliament Hill contained within an urban area of about 44,000 acres. To achieve this, it is recommended in the report to surround the urban area with a controlled rural fringe, or rural belt (sometimes referred to as "greenbelt"). The belt, two to four miles wide, is designed to mark the limit of extension of municipal services, and, therefore, housing development within its limits should be carefully controlled. Excess population would reside in organized satellite towns and villages beyond the greenbelt, which will be within convenient commuting distance.

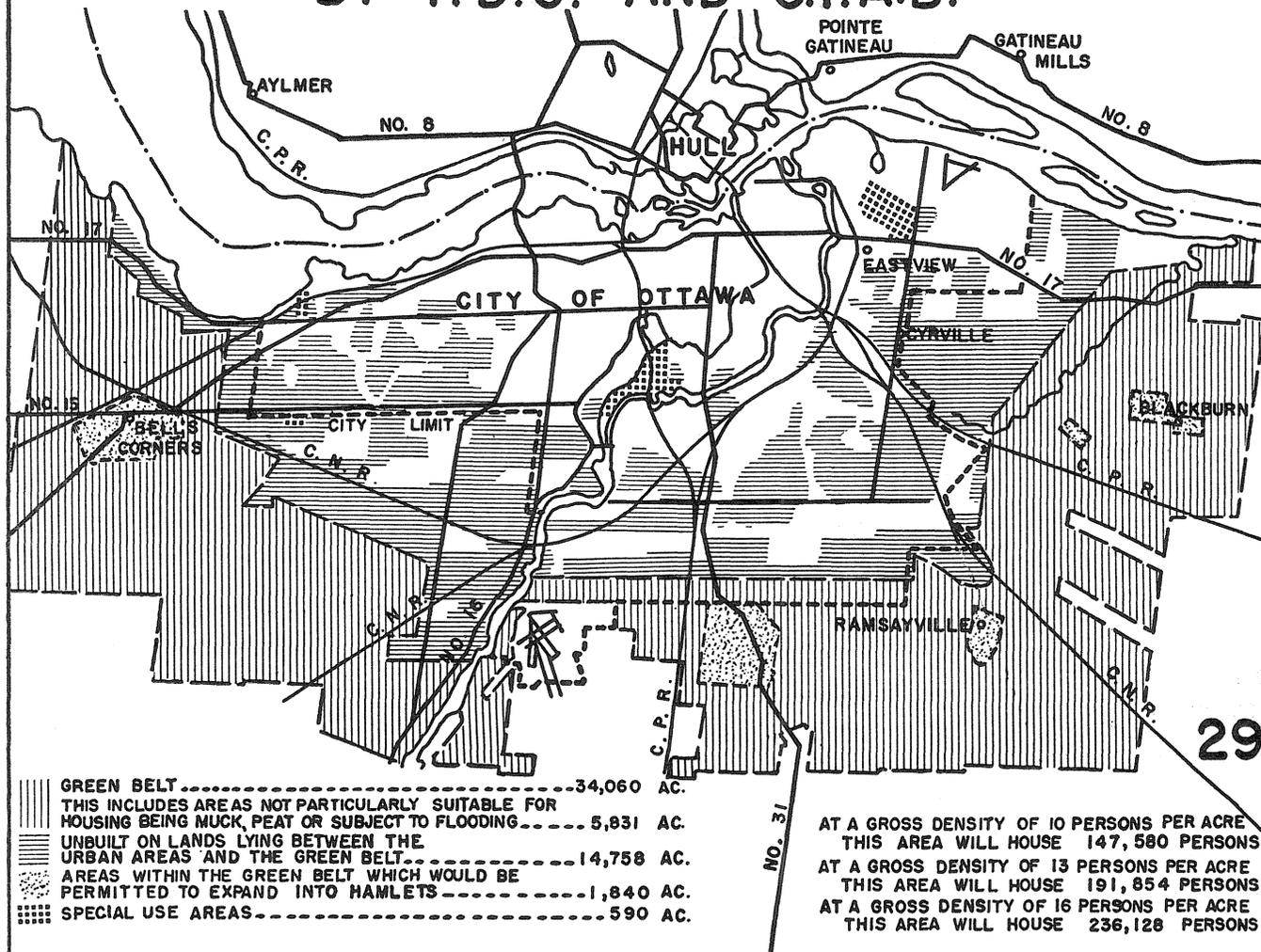
The Commission reaffirms its belief in the necessity of the greenbelt, and emphasizes that if adequate steps to preserve it are not taken in the immediate future, this part of the Master Plan will be impossible of accomplishment, and the urban area of the National Capital, instead of containing 600,000 inhabitants, would have an infinitely larger population, spread haphazardly over many square miles of the surrounding countryside. Its purpose is to place an economic limit on the extension of municipal services and to prevent ribbon housing development along main highways radiating from the urban centre.

RIGHT  
(page 19)

MAP SHOWING GREENBELT 1955, AS RECOMMENDED BY FEDERAL  
DISTRICT COMMISSION AND OTTAWA PLANNING AREA BOARD

The Greenbelt as recommended in 1955 by the Federal District Commission to the Joint Committee of the House of Commons and Senate, is illustrated. However, modifications have been made to the Bells Corners hamlet and to the built-up area to accommodate the growth of the past two years. This Greenbelt is essentially the same as that recommended by Mr. Jacques Gréber in the "Official Plan for the National Capital 1950". The areas, shown dotted within the Greenbelt, are those on which substantial building has taken place - to such an extent that they will be permitted to expand into self-contained communities called hamlets. These will vary in population from approximately 1,500 to 12,000. In the Greenbelt itself, there are some 6,000 acres not particularly suitable for building.

# GREEN BELT - 1955 - AS RECOMMENDED BY F.D.C. AND O.P.A.B.



29

	GREEN BELT	34,060 AC.
----	THIS INCLUDES AREAS NOT PARTICULARLY SUITABLE FOR HOUSING BEING MUCK, PEAT OR SUBJECT TO FLOODING	5,931 AC.
----	UNBUILT ON LANDS LYING BETWEEN THE URBAN AREAS AND THE GREEN BELT	14,758 AC.
.....	AREAS WITHIN THE GREEN BELT WHICH WOULD BE PERMITTED TO EXPAND INTO HAMLETS	1,840 AC.
	SPECIAL USE AREAS	590 AC.

AT A GROSS DENSITY OF 10 PERSONS PER ACRE  
THIS AREA WILL HOUSE 147,580 PERSONS  
AT A GROSS DENSITY OF 13 PERSONS PER ACRE  
THIS AREA WILL HOUSE 191,854 PERSONS  
AT A GROSS DENSITY OF 16 PERSONS PER ACRE  
THIS AREA WILL HOUSE 236,128 PERSONS

Growth of  
Metropolitan  
Area

Recent studies by the Planning Division of the Commission continue to show that the rate of growth of all the complex phases of the Capital's metropolitan area has been much greater than was expected on the basis of studies and surveys made in 1947. The Ottawa-Hull metropolitan area has grown to more than 340,000 as compared with a little over 10,000 when Ottawa was chosen the Capital of Canada in 1857. This growth is forcing the development of most phases of the Master Plan in advance of the schedule originally contemplated.

Zoning

The Federal Government today is not only the largest owner of land in the National Capital area but the principal employer as well, and provides a large share of the revenue of the municipalities. The Commission feels that municipal and provincial authorities have a definite obligation to undertake the zoning and control of land use in an effective way to promote the long term interests of the National Capital area.

To encourage zoning, the Commission has offered to assist any municipality within the region in the preparation of zoning plans. During 1957, the Commission prepared complete zoning bylaws for all or part of the municipalities of Townships of Nepean and Gloucester; the Villages of Deschenes; Pointe Gatineau; and the Town of Aylmer.

Design and  
Siting of  
Federal buildings

The location, the exterior design and the exterior alterations to existing structures of federal buildings within the National Capital region, are subject to the approval of the Commission.

Relocation of  
railway  
facilities

The most important single project in the Master Plan, and, in fact, the key to the whole undertaking, is the removal of practically all of the existing railways from the central parts of the urban area to the southern and eastern boundaries of Ottawa and the northern and western sections of Hull. An integral part of the project is the establishment of a railway terminal company for the Capital area to simplify railway operations and to do away with the present duplications of lines.

As soon as an agreement has been reached between the C.N.R., C.P.R. and the Commission for joint operation of railway facilities south of the Ottawa River, the Commission intends to commence work on the necessary alterations to the present railway facilities to provide for such joint operation.

Research by  
planning staff  
a continuing  
process

The planning staff of the Federal District Commission is continuously engaged in making studies and doing research relating to proposed changes in the Master Plan and also in keeping the Plan up to date.

PROPERTY ACQUISITION AND ADMINISTRATION

Land acquired

The Commission is pleased to report that, according to present plans, most of the land required for the implementation of the park and parkway proposals, major highways and the railway and industrial relocation purposes has already been acquired.

National Capital  
Fund and loans for  
the acquisition of  
lands

From 1946 to March 31, 1958, \$28,000,000 will have been available in the National Capital Fund and out of special Statutory Grants. Of this amount, approximately \$14,000,000 will have been used for the land buying program which received top priority in the Commission's expenditures.

Because the tenth instalment together with the balance in the Fund would not provide sufficient monies in the National Capital Fund for projects contemplated for 1957-58, it was deemed advisable to finance the purchase of lands not immediately required by the Commission out of loans, and Vote 530 (1957-58) provided \$3,000,000 for this purpose. Interest is to be paid on these loans which are to be repaid out of the National Capital Fund when the lands have been put into use. It is estimated that loans, in 1957-58, will amount to slightly more than \$2,125,000 which will provide for the acquisition of lands as follows:

Parkways and industrial sites in Ontario - \$1,825,000  
Parkways and industrial sites in Quebec - \$ 300,000

Policy re  
Substandard  
dwellings

The Commission decided, last year, as a matter of policy, that in the future, occupancy of substandard dwellings acquired by the Commission should not be allowed. This decision was made in order to remove a hazard to the safety of the occupants.

The Commission has also demolished houses to provide for the development of projects recommended by the Master Plan and approved by the Government. Into this category has fallen the construction of the Queensway, railway developments at Hurdman's Bridge, Mackenzie King Bridge and park and parkway developments along the Rideau and Ottawa Rivers. At least one year's notice is given, whenever possible, to tenants in order not to cause them undue hardship in finding other accommodation.

Procedure

The Federal District Commission employs local real estate agents to handle its appraising, negotiating, and settlement.

At the present time, the principals of ten firms are working for the Commission and they are authorized not only to appraise property but to make preliminary negotiations with the former owners toward securing a settlement. In the event that an amicable settlement cannot be reached, the case then proceeds to the Exchequer Court of Canada for adjudication with respect to the amount. On the other hand, if voluntary settlement is reached, the option is then processed within the Commission. The Commission has received valuable assistance in the determination of fair prices for property from a special committee comprising members of the staff of the Assessment Department of the City of Ottawa.

The administration of rented properties is handled by a Trust company on a fee basis. This firm inspects the properties, prepares and arranges for signature of the leases, and collects the rent.

CONSTRUCTION - MASTER PLAN PROJECTS

Reference is made to the chart entitled "Expenditures for developments and improvements within the National Capital Region". This chart shows expenditures from April 1, 1947 to March 31, 1959, for Federal District Commission major projects.

The largest single items were (1) the construction of the Mackenzie King Bridge, (2) relocation of railway facilities and (3) the construction of parkways in Gatineau Park.

In addition to the several construction projects mentioned in the general remarks section of the report, the Commission has, during 1957, co-operated with the National Research Council in improvements made to the area north of Green Island, John Street, Rideau Falls.

It is hoped to complete in 1958 the grading of the 10-mile section of Gatineau Parkway between Boulevard Gamelin and Fortune Lake Parkway.

Work was continued in 1957 on the re-construction of Colonel By Drive in the section between the C.P. Railway tracks and Hog's Back. Grading was completed over the whole section, nearly 2 miles in length and some 3/4 of a mile was given a surface treatment.

STATEMENT OF EXPENDITURES UNDER THE NATIONAL CAPITAL FUND (1948-1957)

The Commission submits hereunder a statement of receipts and expenditures made from the National Capital Fund from the commencement of the fund to March 31, 1957:

Receipts

Funds advanced to the Commission \$ 21,540,000

Expenditures

Capital Expenditures for:

Land:

Industrial and railway sites in the Township of Gloucester	\$1,471,132	
Parks and parkway development	7,022,010	
Gatineau Park	1,558,752	
Mackenzie King Bridge	<u>483,706</u>	10,535,600

Construction and Development:

Removal, re-routing and reconstruction of cross-town tracks and facilities	3,096,312	
Roads, driveways, parks and boulevards in Ontario and in Quebec	1,492,242	
Parkways in Gatineau Park	1,431,934	
Mackenzie King Bridge	<u>1,351,548</u>	<u>7,372,036</u>

TOTAL CAPITAL EXPENDITURES

17,907,636

Other Expenditures:

Relocation of Sussex Street bridges and improvements to Sussex Street	890,374	
Improvements to approaches to Chaudiere Bridge, in Ontario and in Quebec, including improvements along Wellington Street in Ottawa	774,220	
Contribution to City of Ottawa re Dunbar Bridge	170,000	
Grants to the City of Ottawa for carrying charges on debentures issued to finance construction of water mains and sewers	1,148,473	
Miscellaneous grants	21,599	
Miscellaneous expenses	<u>142,689</u>	<u>3,147,355</u>

TOTAL EXPENDITURES

21,054,991

Funds in hand of the Commission at  
March 31, 1957

485,009

## PARKS AND DRIVEWAYS

There were about 200 varieties of tulips, ranging in colour from white to deep mahogany, planted in Ottawa's flower beds in the Autumn of 1956 under the direction of the Federal District Commission landscape architect. The opening of the 1957 Ottawa Tulip Festival had to be postponed for a few weeks due to record low temperatures in the Ottawa area last May. There was, however, no damage done to the tulip blooms, and the display along the borders of the Capital's 24-mile Federal District Commission Driveway, although delayed, presented a brilliant and full scale array.

Ottawa's tulip festival is the largest public display of flowers in North America. It comprises more than one million tulips and another 1,750,000 spring flowers. Of the latter, some 750,000 crocuses dot the rolling lawns of Parliament Hill, the National War Memorial and the parks of the National Capital Area. They are followed by one million daffodils.

Each year since World War II, when she and her children were residents of Ottawa, Queen Juliana of The Netherlands has sent a gift of tulip bulbs (15,000) to the Capital in appreciation of Canadian hospitality. At her request, about a quarter of the annual gift each year is planted in the grounds of the Ottawa Civic Hospital where her second daughter was born. A second gift of the same amount was received from the Associated Bulb Growers of Holland. These and the balance of the Queen's gift of tulip bulbs were planted side by side on the main Driveway between Waverley and McLeod Streets.

Added to next spring's display will be two new features. On the Lac des Fées Parkway, forty-five thousand new daffodil bulbs were planted. Ten thousand used surplus bulbs from the Rockcliffe field were added to these. Along the Driveway over three hundred thousand new crocuses were splashed in large drifts in the lawns.

The floral displays on the Commission's Driveway and parks are planned to catch the eye of motorists. Huge beds of flowers are placed where they can be seen at a distance and others are planted in raised beds or on slopes along the driveways. These floral displays helped Ottawa to blossom forth to one of the leading popular tourist centres in Ontario in the last few years.

The aim of the Landscape Architect is to have new government buildings set off, by spacious grounds, a few trees and open lawns, thus creating an air of spaciousness about the Capital with wide open vistas.

As mentioned in the general remarks section of this report, the Commission is proceeding with the development of the 125-acre Hog's Back Park on the east bank of the Rideau River.

The leasing of some 50 acres of Federal District Commission property at Mooney's Bay to the City of Ottawa for a period of 21 years, for the development of a municipal water-front recreation area was also approved during the year.

The 1,100 acres of urban parks, the attractive landscaped grounds of the federal public buildings and the twenty-seven miles of beautiful scenic driveways with their floral displays constitute the best known works of the Commission. In the main, they are located along the banks of the Rideau and Ottawa Rivers, Rideau Canal and Dow's Lake as well as in a section of Gatineau Park and in Hull. Throughout its length, the driveway is beautifully landscaped. The flower beds along the way are replenished and watered during the summer season. The lawns are mowed regularly. The shrubs and trees, mostly from the nurseries of the Commission have been carefully planted and are tended and nourished as required.

Parks and driveways will continue to be expanded in the years to come, and many of the beauty spots in the more remote areas will be made accessible and their beauty enhanced by proper conservation and by landscape design.

The Commission operates a nursery of approximately thirty acres. Part of this land is leased from the Department of Veterans' Affairs. The other part is on adjacent land owned by the Commission. The main object of the nursery is to grow first quality trees to a size which will be in scale with the public buildings and parkways at the time they are planted.

The permanent outdoor exhibition of new Canadian designs in street and park equipment sponsored by the National Industrial Design Council and the Federal District Commission, at Dow's Lake, continues to be of special interest to citizens of Ottawa and visitors alike.

During 1957, the work of pavement resurfacing was continued and the sections resurfaced were the following:

- Island Park Drive from Clearview Street to Premier Street.
- Hog's Back Road between the Rideau River and Rideau Canal.
- Driveway from Dow's Lake to the C.P. Railway.
- Access road to parking area at south end Champlain Bridge.

The program was continued of replacing old fashioned lighting standards on the Driveway with modern luminaires on extensions of the old standards. In 1957, this work was completed between Bank Street and Bronson Avenue.

The timber deck and supporting stringers were replaced on two spans of the Minto Bridges, and repair work was done to a bridge pier.

The Commission, city authorities and individual property owners cut down trees in the Ottawa area which were infected by Dutch Elm disease. Pruning and cutting will continue where necessary.

Due to the increase of traffic, the circular traffic islands at the intersection of Carling and Island Park Drive, as well as on Richmond Road and Federal District Commission Driveway were removed during 1957. The Commission has agreed with the City of Ottawa to assume 50% of the cost of the removal of the traffic island at the junction of Richmond Road and Island Park Drive.

In addition to the normal landscape maintenance of the park and driveway system, the Commission, during the year, carried on its normal development programme, details of which are as follows:

Royal Visit: In preparation for the visit of Queen Elizabeth and Prince Philip, the Commission worked with the Department of Public Works in the placement and decoration of flag standards, platforms and entrance ways. In our own grounds, chrysanthemums, shipped from the Lake Erie district, provided a floral display in an otherwise barren season.

The Commission assisted the various television and radio broadcasting crews in the setting up of their stands and laying of cables.

Permission was given for the R.C.M.P. musical ride to be given on Parliament Hill. The turf was so thick that only minor damage was done.

Parliament Hill: The main coniferous plantings in front of the Centre Block were completely renewed after twenty-one years of service. The material planted was large sized and had been produced in our own nurseries.

On the completion of the reconstruction of the Parliamentary Library, two acres of lawns on the north side were re-sodded.

Rockcliffe Park: At the east end of the parkway, two new overlooks were opened on the Ottawa River. Vistas were cleared and the woodland effects improved.

Thirty picnic tables were added to the park in the vicinity of the new parking area at Governor's Bay. Heavy use of these and the overlooks again points up the necessity for further accommodation for the public in the area.

A nearby excavation provided filling for the improvement of the site of the old car barns.

King Edward Park: The reconstruction of this park was completed. Regrading, redesign of paths, and completely new lighting were the features of this operation.

Sussex Drive: As old buildings were demolished and new properties added along Sussex Drive, grading, seeding and tree planting took their places. Planting of large shrubs improved the appearance of the end of the railway yards. The removal of buildings at the end of Lady Grey Drive made it possible to greatly improve the foreground and approaches to the residence of the British High Commissioner.

Island Park Drive: The building of curbs north from the railway tracks towards the Champlain Bridge enabled better grading to be carried out on the side turf panels. The parking area along the Ottawa River just east of the Champlain Bridge was completed and received heavy patronage.

On Bate Island, the parking areas along the edge of the road were more than doubled in capacity. This, together with the erection of curbs, made it possible to preserve some of the remaining trees and to keep motorists off the turf areas. Not only will parking be eased but the appearance of the whole north and west sides of the island will be improved in appearance.

Carling Avenue Widening: With the widening of Carling Avenue and Preston Streets, adjacent Commission property was disturbed. Traffic arrangements at Island Park Drive and Carling Avenue were revised. The triangular piece of land at Dow's Lake bounded by Carling Avenue, Preston Street, and the Driveway was returned to the Commission by the City of Ottawa.

All these properties were improved. The above triangle was completely regraded, and converted from a playground to a park. Approximately 20,000 cubic yards of filling were involved. The old shrubbery plantation on the Carling Avenue side of the Commission's offices was completely replaced.

Hog's Back Park: Construction of parking areas, clearing, planting, erection of picnic tables, installation of lighting, water services and other items were carried on with an opening date in May, 1958, in mind.

Ottawa River Parkway: At Lazy Bay, five acres were cleared and rough graded. Towards the Canadian Welfare Council Building, some filling was placed. West of Tunney's Pasture an intensive program of poison ivy eradication was carried on.

Rideau River Parkway: The Nordic Circle area, south of Billing's Bridge, was graded and seeded to turf. Clearing and underbrushing revealed the natural beauty of the site. A barrier was erected along the River Road with indentations to accommodate parking.

Five acres of sanitary land fill north of Billing's Bridge were seeded and fertilized.

National Research Council, Montreal Road: South of the Montreal Road, the grounds around building M 60 were completed. In the area between it and M 50, seven acres of grading and seeding were finished. In order to achieve winter interest in the area, extensive plantings of large conifers were made.

North of the Montreal Road, the grounds about building M 36 were completed. Various areas disturbed by installation of utility lines, roads, tunnels and other construction were rehabilitated.

Pinhey Forest: Several thousand seedling trees were planted in the spring. Fire guards and roads were improved.

Gatineau Parkway; Fortune Lake Section: As heavy construction drew to a close, the shoulders of the road were topsoiled and the side slopes graded. In order to control erosion, specially designed grass seed and fertilizer mixes were applied. On the higher fills and deeper cuts thousands of shrubs and vines were planted to reduce future maintenance.

Since conifers are not too plentiful along the roadside, the small existing stands were enlarged by new plantings and some new large clumps were planted.

Some wide vistas were cut opening distant scenery to view. Dangerous, unsightly, and badly placed trees were removed from the clearing margins.

Taché Boulevard - Mountain Road: Some additional trees were planted in strategic spots. At the Taché Boulevard end, the supermarket to the west was screened out and the entrance to the Mackenzie King Gardens to the east was improved so that the complete frontage now appears as a unit.

Lac des Fées Parkway: Additional trees have been placed throughout the length of the Parkway. As the City of Hull completed new streets along the east border, shrubs were planted to cover the banks and to enclose the Parkway. This Parkway had its first full year of maintenance.

West of Scott Street, near the Taché Boulevard, a swamp area was cleared, graded and drained.

Jacques Cartier Park: East of the Interprovincial Bridge, several buildings were demolished. The sites were cleared, graded, and turf established. Some other plots within this area were also improved so that a total of five acres were added to the park.

Miscellaneous Parks: A feature of this year's rehabilitation operations was the resurfacing of paths. This improves the general appearance of a park and reduces the cost of maintenance. Lineal feet of old paths surfaced with asphalt were, Kingsview Park 900, Strathcona Park 500, Central Park 300, Exhibition Grounds 1400.

Throughout the system minor regrading was accomplished and plantings renewed. An unobtrusive operation is constantly in progress in order that the Commission's properties are kept up to a high standard of maintenance.

Printing Bureau, Hull: A start was made on landscape construction. Part of two bosquets of trees were planted. Improvements were made to the front lawns and a hundred and fifty feet of fencing were erected.

## GATINEAU PARK

Gatineau Park is a wedge-shaped area of about 75,000 acres of land in the Province of Quebec. The park is being developed by the Commission in the beautiful wooded hill and lake district of the Laurentian Mountains immediately north of Hull, across the Ottawa River from the Capital.

The park is about thirty miles long and seven miles across at its widest part. It consists of several ranges of hills, the highest elevation being about 1,300 feet above sea level which means more than 1,000 feet above the surrounding flat land. It contains four large lakes and about forty smaller lakes. About 90 per cent of the area is forest land, mostly deciduous trees with maple predominating, but with some conifers.

As a game sanctuary, Gatineau Park is famous for deer, bear, beaver, mink, raccoon and other fur-bearing animals, which are quite numerous. Hunting is prohibited in the Park. Rangers noted a decline, during 1957, in the number of foxes, a factor which gives both rabbits and partridge a better chance of survival.

At the request of the municipalities, and following upon numerous complaints from farmers, the Federal District Commission decided that the beaver population in Gatineau Park must be reduced. A program of trapping was carried out in the late fall of 1957 under the direction of the Gatineau Park Superintendent with the knowledge and consent of the provincial game service. Fortune Lake, for instance, has been literally ruined by the activities of these animals. The pelts are sold by the Commission on fur markets.

The park is an integral part of the National Capital Plan and is considered to be a tourist and recreational asset of inestimable value to the National Capital and its district. The Commission has developed well-located trails, picnic places and camping sites which afford outdoor pleasure and healthful recreation for those who patronize this beautiful natural park located at the very doorstep of the Capital City. The park affords excellent opportunity for skiing and is considered the principal centre in the Ottawa district for this popular winter sport. It has long been known as the "summer and winter playground" of the Capital area and, in recent years, it has provided recreational enjoyment to an increasing number of residents of the Capital and visitors alike.

In 1957, the Park has been extensively used both by day visitors and overnight guests. Groups have come from the United States and from many parts of Canada to camp and to walk along its trails. Users of the camp and log cabin facilities, this year, have included patrols of Boy Scouts, groups of Girl Guides, among them a group of forty Girl Scouts of America from Marblehead, Mass., and groups of underprivileged children accompanied by counsellors who spend their summer holidays looking after them. Picnics have been held at Lac Philippe almost every day from early summer to late autumn.

The increasing fire hazard in Gatineau Park has become a matter of serious concern to the Commission. It is particularly grave in the warm and dry weather. The co-operation of the public is requested as regards not lighting fires except in the fireplaces provided for the purpose in picnic spots throughout the park, and also in reporting fire outbreaks as quickly as possible to park rangers.

The Commission has not acquired the necessary land for the proposed construction of the easterly branch of the parkway to Lac Philippe.

The Commission has proceeded with the construction of the westerly section of the parkway. It is expected that, during 1958, the grading of the section extending northward from Boulevard Gamelin in Hull to Fortune Lake Parkway will be completed.

The purpose of the parkway, to be extended in its next stage to Lac Philippe, is to provide an easy access for the enjoyment of the full scenic beauty of the Gatineau. The National Capital of Canada is indeed fortunate to have so beautiful a park and a playground combined at its threshold.

The aerial mapping of Gatineau Park was continued during 1957.

Gatineau Park is administered by a superintendent and nine full time rangers. The rangers act as constables under R.C.M.P. supervision in the summer; also as game wardens and fire rangers in co-operation with provincial authorities.

During 1957, two rangers attended special courses at the Quebec Forest Production School, Duchesnay, P.Q., and three others attended National Parks refresher courses at Alma, Bay of Fundy National Park, N.B.

Grants paid to the municipalities in the Gatineau Park area in lieu of taxes, as authorized by an amendment to the Federal District Commission Act in 1951, have increased by reason of additional lands purchased and increased mill-rates. For the fiscal year 1957-58 these grants will amount to approximately \$19,500.

MAINTENANCE OF GOVERNMENT GROUNDS

Since 1954, the Commission has had the responsibility of maintaining the grounds of all Dominion Government buildings located in the Capital area. The services include repair and improvement of driveways, walks, parking lots, care of lawns and flower beds, grass cutting, care of trees and shrubs, painting traffic signs and removal of snow from walks, drives, courtyards, steps and parking lots. Funds for this work are provided by annual vote of Parliament.

The new areas which have been added, in 1957, to regular maintenance locations by the Commission are as follows:

At the National Research Council, Montreal Road, Building M 19 was added for maintenance. On the south side of the Montreal Road, about ten acres of open land improved the year before were maintained for the first time.

At Tunney's Pasture the Commission commenced, during the year, to look after the grounds of the Food and Drug Laboratory and the Archives Building.

In Hull, temporary funds were made available for temporary maintenance at the Printing Bureau.

Throughout Ottawa, numerous parking area additions and miscellaneous small buildings were assigned to the Commission for care.

The City of Ottawa withdrew from nursery land leased by us to them on Unit "A" property at the corner of Smyth Road and Riverside Drive. The Commission is now expanding its own nursery into this property.

CONSTRUCTION, ETC. - FOR GOVERNMENT DEPARTMENTS AND OTHER AGENCIES

Following its usual practice, the Commission, at the request of various departments, carried out during 1957 construction work on the grounds of Government buildings occupied by federal departments or agencies. Work has consisted mainly of construction of parking areas and landscaping projects. This is a satisfactory arrangement for both parties since the cost to the department or the agency concerned is based on the actual cost of labour and materials plus a percentage fee for supervision.

The projects executed during 1957 included the following:

Department of Public Works

Parking lot Sparks and Wellington Streets.  
Parking lot Old Supreme Court site.  
Parking lot Nicholas and Wilbrod Streets.  
Parking lot "C" Building, Cartier Square.  
Parking lot No. 8 Temporary Building.  
Widen roadway at "A" Building, Cartier Square.  
Grade and surface Printing Bureau frontage on  
Sacre Coeur Boulevard.  
Construction of northerly entrance road to R.C.M.P.,  
Overbrook.  
Improvements on Parliament Hill including re-surfacing  
of roadway at rear of Centre Block, rebuilding of  
landing at East Stairway, re-surfacing courtyard  
of East Block and replacement of curbing.

National Research Council - Montreal Road

The main roadway was improved and extended for a distance  
of 2,400 feet.

ROYAL CANADIAN MOUNTED POLICE

TRAFFIC BRANCH

OTTAWA 4, November 6, 1957.

Annual Report - Federal District Commission  
November 1st, 1956 to October 31st, 1957

1. Traffic patrols have been maintained on F.D.C. Driveways and in the Gatineau Park area, as well as property patrol for the Ottawa and Hull areas, on the same basis as reported last year.

2. There are no particular points on the Driveway system which require singling out for attention, although the removal of the traffic circle at Carling Ave., and Island Park Drive, with the new engineered intersection and signal lights have improved traffic flow at this point. It is expected similar improvements at the intersection of Richmond Road and Island Park Drive will result in a more uniform and even flow of traffic. Scott Street, since being improved, is carrying an increase of traffic and the installation of signal lights at the intersection of Scott Street and Island Park Drive is worthy of consideration.

3. Following are the statistics for the period under review:

(a) As a result of infractions committed under F.D.C. By-Law No. 32, there were 5,526 traffic violation tickets issued: the results were as follows:

	<u>1956/57</u>	<u>1955/56</u>
Convictions	1,153	705
Dismissals	9	8
Withdrawals	8	10
Warnings	4,298	3,357
Court Cases Pending	<u>58</u>	<u>28</u>
TOTALS	5,526	4,108

(b) Motor vehicle accidents investigated under F.D.C. By-Law 32, and information pertaining to same:

	<u>1956/57</u>	<u>1955/56</u>
Number of Accidents	163	171
Damage to F.D.C. Property	\$3,196.00	\$2,294.00
Damage to Private Property	\$73,164.00	\$57,965.00
Persons Injured	65	53
Fatal	2	0

(c) Monies paid into Ottawa, Eastview and Hull Courts, as a result of convictions under F.D.C. By-Law 32:

	<u>1956/57</u>	<u>1955/56</u>
Fines paid into Court	\$10,256.00	\$6,061.00
Costs paid into Court	2,885.80	1,901.65

(d) The following outlines other duties carried out by F.D.C. Patrol squads during the period under review:

Traffic Control duties during visits of visiting dignitaries and functions at Lansdowne Park	54
Motorcycle escorts provided	19
Assistance to other Police Forces	372
Investigations of damage to F.D.C. property, other than by motor vehicle accidents. This figure included 106 lamp globes broken by vandalism and weather conditions	\$742.00

(e) Total mileage travelled by Police transports on the enforcement of F.D.C. By-Law 32:

	<u>1956/57</u>	<u>1955/56</u>
Motorcycle Mileage	35,210	44,143
Police Car Mileage	283,569	288,185

4. Friendly relations and close co-operation with Police Forces in the area and F.D.C. personnel have proven most beneficial in maintaining an efficient operation.

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Auditor General's Office

Ottawa, June 13, 1957.

The Right Honourable L.S. St. Laurent,  
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, 1957. 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,

Watson Sellar (Sgd.)  
Auditor General.

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

Balance Sheet as at March 31, 1957  
(with comparative figures as at March 31, 1956)

<u>Assets</u>	<u>1957</u>	<u>1956</u>
Cash	\$ 560,231	\$ 657,708
Short-term Deposit Certificates	300,000	300,000
Investment in Canadian National Railway Bonds, at cost (market value, \$17,400)	20,136	20,136
Rentals and other Receivables	60,731	82,103
Inventories of Maintenance and Operating Supplies, Small Tools and Equipment, and Trees and Shrubs in Nurseries, at cost or estimated value	187,496	172,286
Payments made in respect of Land Purchased, pending delivery of title deeds, etc.	357,804	1,267,939
Advance to the Department of Public Works for Capital Outlays at Green Island	142,000	-
Capital Assets, at cost, less accumulated provision for depreciation (Schedule "A")	24,431,557	20,735,008
	\$ 26,059,955	\$23,235,180
	\$ 26,059,955	\$23,235,180

Notes:

- (1) As at March 31, 1957, a balance of \$960,000 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, 1957, for: (a) outstanding commitments under works contracts, totalling approximately \$210,000; (b) unsettled property purchase options, totalling approximately \$600,000; (c) compensation for properties expropriated, in indeterminate amount, and (d) annual grants to the City of Ottawa, which will amount to \$1,648,384 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:

Approved:

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

(Sgd.) Howard Kennedy.....  
Chairman.

<u>Liabilities</u>	<u>1957</u>	<u>1956</u>
Accounts Payable	\$ 264,659	\$ 281,803
Provision for Grants in lieu of Municipal Taxes	19,500	20,500
Advances by Government Departments and Agencies, for services to be rendered	7,146	27,285
Contractors' Security Deposits	20,359	24,055
Unexpended Balances of Parliamentary Appropriations, refund- able to the Receiver General of Canada, per Statement of Receipts and Expenditures (Sections B and C)	36,512	32,889
Unexpended Balance of Amounts drawn from the National Capital Fund, per Statement of Receipts and Expenditures (Section D)	485,009	407,390
Property Rentals Suspense Account - Balance of rentals from properties purchased, per Statement of Receipts and Ex- penditures (Section E)	66,515	206,095
Accumulated Provision for Replacement of Machinery and Equipment and Motor Vehicles, less cost of replacements	41,398	59,930
Proprietary Interest, per Statement of Proprietary Interest	25,118,857	22,175,233
	<hr/>	<hr/>
	\$ 26,059,955	\$ 23,235,180
	<hr/> <hr/>	<hr/> <hr/>

Certified in accordance with my report dated  
June 13, 1957 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, 1957  
(with comparative figures for the year ended March 31, 1956)

	<u>1957</u>	<u>1956</u>
A. <u>Construction, improvements, maintenance and operation of Parkway System</u>		
Receipts -		
Statutory grant	\$ 300,000	\$ 300,000
Authorization through Parliamentary appropriations	149,571	111,796
Miscellaneous income - equipment rentals, sales of supplies and nursery stocks, supervisory charges, etc.	170,901	169,970
	<u>620,472</u>	<u>581,766</u>
Expenditures -		
Maintenance -		
Operating	589,201	521,440
Repairs	123,420	102,842
Administrative salaries and expenses (\$103,822, less one-third allocated to maintenance and improvements of grounds adjoining Government buildings - Activity B)	69,202	64,379
Honorarium to the Chairman of the Commission	7,500	-
Commissioners' travel expenses, etc.	9,493	8,566
Grants in lieu of taxes to municipalities in Gatineau Park	17,923	16,485
Provision for replacement of machinery and equipment and motor vehicles	38,000	38,539
Expenses attributable to the Joint Parliamentary Committee on the Federal District Commission	3,970	-
Miscellaneous	18,670	16,407
Capital outlays -		
Parkway lighting system	\$ 9,338	9,048
Machinery and equipment	13,280	38,726
Motor vehicles	5,212	7,140
Office equipment	<u>1,072</u>	<u>759</u>
	<u>28,902</u>	<u>55,673</u>
	906,281	824,331
Excess of expenditures over receipts	285,809	242,565
Deduct: Amount allocated from Property Rentals Suspense Account (Activity E)	<u>285,809</u>	<u>242,565</u>
	Ø	Ø
	<u>Ø</u>	<u>Ø</u>

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

	<u>1957</u>	<u>1956</u>
B. <u>Maintenance and improvements of grounds adjoining Government buildings</u>		
Receipts - Parliamentary appropriation	\$ <u>416,378</u>	\$ <u>396,824</u>
Expenditures -		
Maintenance	336,679	328,027
Administrative salaries and expenses (transferred from Activity A)	34,620	32,190
Miscellaneous	<u>10,941</u>	<u>12,799</u>
	<u>382,240</u>	<u>373,016</u>
Unexpended balance refundable to the Receiver General of Canada	34,138	23,808
	=====	=====
C. <u>National Capital Planning Committee</u>		
Receipts - Parliamentary appropriation	<u>115,350</u>	<u>113,485</u>
Expenditures -		
Engineering salaries and expenses	66,815	63,388
Professional and special services	12,555	12,199
Information Office salaries and expenses	27,263	20,162
Exhibit maintenance	5,387	7,626
Committee members' travel expenses	856	740
Capital outlays - Office equipment	<u>100</u>	<u>289</u>
	<u>112,976</u>	<u>104,404</u>
Unexpended balance refundable to the Receiver General of Canada	2,374	9,081
	=====	=====

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

	<u>1957</u>	<u>1956</u>
D. <u>National Capital Fund transactions</u>		
Unexpended balance at beginning of year	\$ 407,390	\$ 270,177
Receipts - Amounts drawn from the National Capital Fund	<u>3,500,000</u>	<u>4,750,000</u>
	<u>3,907,390</u>	<u>5,020,177</u>
Expenditures -		
Capital outlays -		
Land -		
Parks, driveways, etc.	1,298,505	1,996,203
Gatineau Park	346,621	258,068
Industrial and railway sites	59,509	90,084
Roads and driveways	638,627	573,903
Bridges and approaches	4,065	9,032
Parks and boulevards	254,471	93,194
Removal, re-routing and reconstruction of cross-town tracks and facilities	225,093	502,692
Buildings	81,088	46,670
Advance to Department of Public Works for capital outlays at Green Island	<u>142,000</u>	<u>-</u>
	3,049,979	3,569,846
Contribution towards cost of construction of Bytown Bridges and Sussex Drive	10,200	160,600
Cost of improvements to Chaudiere Bridge approaches, in Ottawa and Hull	76,291	447,630
Contribution towards cost of construction of Hon. George Dunbar Bridge	-	170,000
Grant to City of Ottawa re interest on the cost of constructing certain sewer and waterworks projects undertaken in advance of normal construction	246,858	229,622
Miscellaneous grants	2,946	3,833
Maintenance expenses	<u>36,107</u>	<u>31,256</u>
	<u>3,422,381</u>	<u>4,612,787</u>
Unexpended balance at end of year, carried to Balance Sheet	485,009	407,390

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

	<u>1957</u>	<u>1956</u>
E. <u>Property Rentals Suspense Account</u>		
Balance at beginning of year	\$ 206,095	\$ 314,616
Add: Rentals earned from properties under the control of the Commission	<u>146,229</u>	<u>134,044</u>
	352,324	448,660
Deduct: Amount allocated towards construction, improvements, maintenance and operation of Parkway System (Activity A)	<u>285,809</u>	<u>242,565</u>
Balance at end of year, carried to Balance Sheet	66,515	206,095
	<u><u>        </u></u>	<u><u>        </u></u>

Auditor General's Office

FEDERAL DISTRICT COMMISSION

Statement of Proprietary Interest for the year ended March 31, 1957  
(with comparative figures for the year ended March 31, 1956)

	<u>1957</u>	<u>1956</u>
Balance at beginning of year	\$ 22,175,233	\$ 18,683,035
Add:		
Capital outlays during the year:		
Parkway System	28,902	55,673
National Capital Planning Committee	100	289
National Capital Fund	3,049,979	3,569,846
Replacement of machinery and equipment and motor vehicles out of accumulated provision for replacements	56,532	18,591
Increase in equity in certain leaseheld property	3,602	3,602
Increase in inventories of maintenance and operating supplies, etc.	15,211	22,106
Gain on sale of capital assets	2,164	908 x
	<u>25,331,723</u>	<u>22,352,234</u>
Deduct:		
Provision for depreciation for the year	203,370	177,001
Value of office furniture title to which has been transferred to the Department of Public Works	9,496	-
	<u>212,866</u>	<u>177,001</u>
Balance at end of year	25,118,857	22,175,233

Note: The balance as at the year-end was represented by:

Capital assets, less accumulated provision for depreciation	24,431,557	20,735,008
Advance to the Department of Public Works for capital outlays at Green Island	142,000	-
Payments in respect of land purchased pending delivery of title deeds, etc.	357,804	1,267,939
Inventories of maintenance and operating supplies, etc.	187,496	172,286
	<u>25,118,857</u>	<u>22,175,233</u>

x This figure should appear in red.

Schedule "A"

FEDERAL DISTRICT COMMISSION

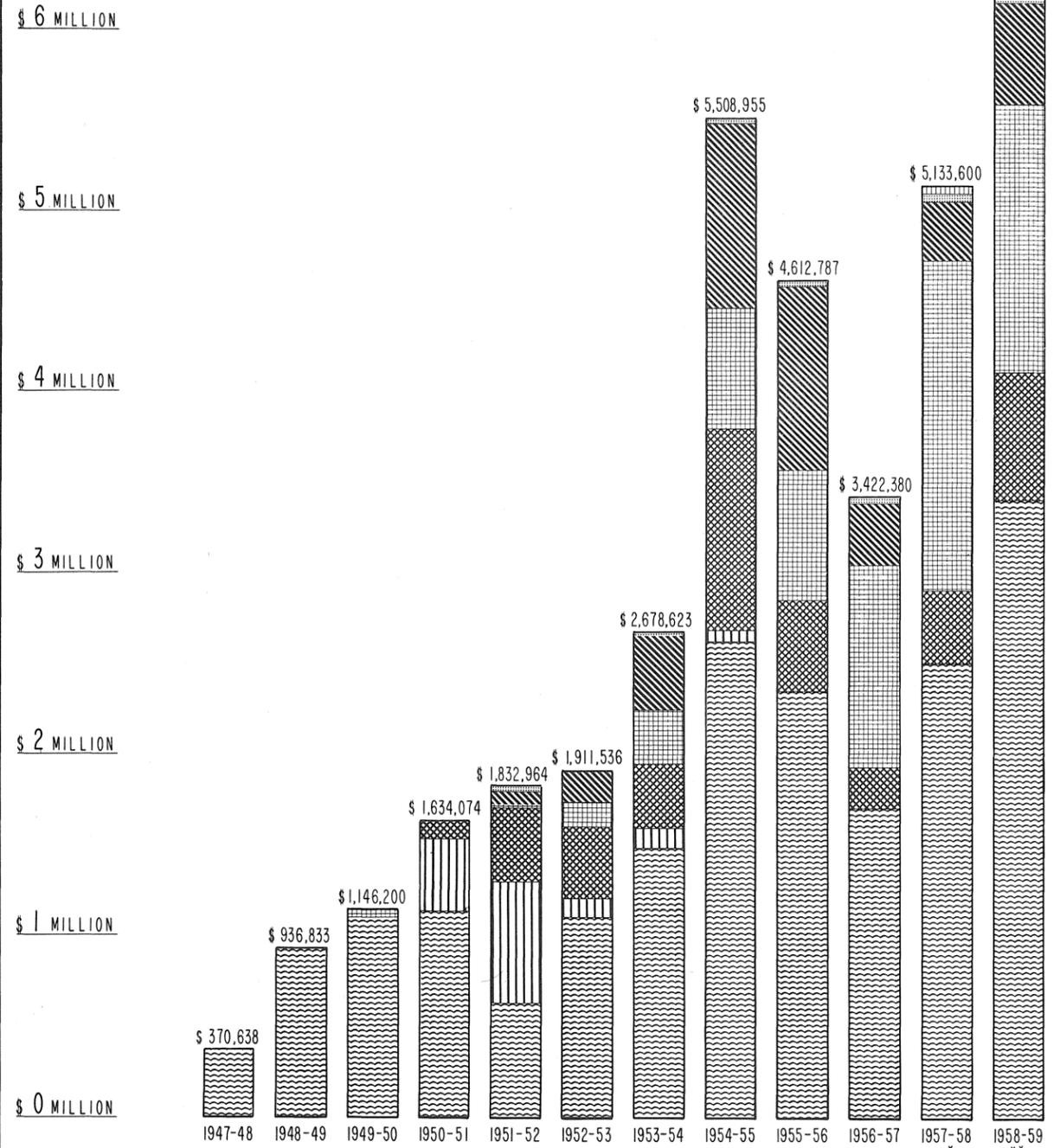
Capital Assets as at March 31, 1957

	<u>Cost</u>	<u>Accumulated Provision for Depreciation</u>	<u>Depreciated Value</u>
Land -			
Parks, driveways, etc.	\$10,606,638		\$ 10,606,638
Gatineau Park	2,645,831		2,645,831
Industrial and railway sites	1,472,488		1,472,488
Mackenzie King Bridge	479,120		479,120
Leases and licenses of occupation	1		1
	<u>15,204,078</u>		<u>15,204,078</u>
Roads and driveways	3,677,233	\$ 1,254,769	2,422,464
Bridges and approaches	2,264,385	587,765	1,676,620
Parks and boulevards	1,325,204	2,831	1,322,373
Parkway lighting system	190,111	105,098	85,013
Removal, re-routing and reconstruction of cross-town tracks and facilities	3,096,312	-	3,096,312
Buildings	599,408	211,708	387,700
Machinery and equipment	267,625	115,837	151,788
Motor vehicles	136,947	71,273	65,674
Office equipment	<u>32,504</u>	<u>12,969</u>	<u>19,535</u>
	<u>26,793,807</u>	<u>2,362,250</u>	<u>24,431,557</u>
	<u><u>26,793,807</u></u>	<u><u>2,362,250</u></u>	<u><u>24,431,557</u></u>

# FEDERAL DISTRICT COMMISSION

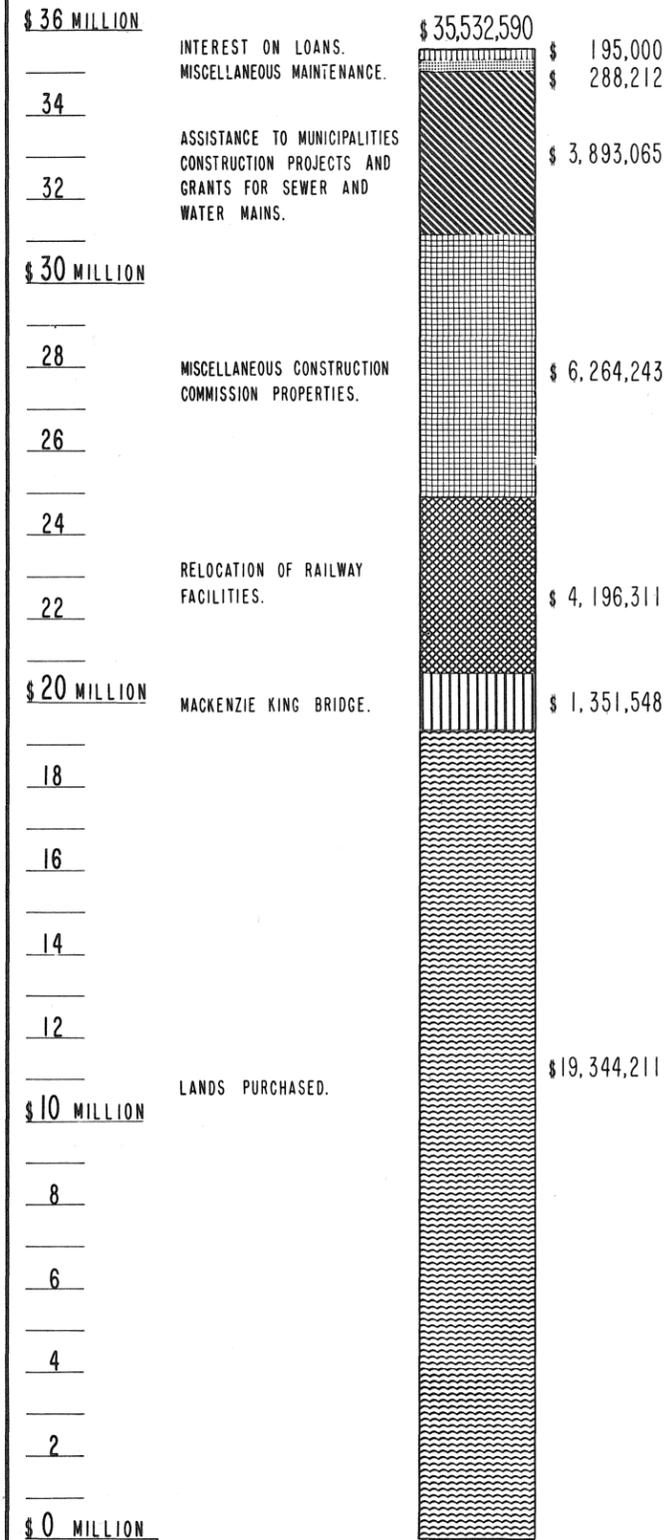
## EXPENDITURES FOR DEVELOPMENTS AND IMPROVEMENTS WITHIN THE NATIONAL CAPITAL REGION

FROM APRIL 1, 1947 TO MARCH 31, 1958



FISCAL YEARS

xx BUDGET NOT YET APPROVED.  
x ESTIMATED



### DETAILS OF PROJECTS

GRANTS TO OTTAWA FOR CONSTRUCTION OF SEWERS AND WATER MAINS	\$1,648,473
CONSTRUCTION OF BYTOWN BRIDGES AND IMPROVEMENTS TO SUSSEX DRIVE	897,874
IMPROVEMENTS TO HULL APPROACHES TO CHAUDIERE BRIDGE	494,209
IMPROVEMENTS TO OTTAWA APPROACHES TO CHAUDIERE BRIDGE	307,511
CONTRIBUTION TO CONSTRUCTION OF DUNBAR BRIDGE	191,400
SHARE OF COST OF IMPROVEMENTS TO BRONSON BRIDGE (EST'D FOR 1958-59 PARTICIPATION NOT YET APPROVED)	300,000
MISCELLANEOUS ASSISTANCE	53,598
<b>TOTAL</b>	<b>\$3,893,065</b>

### DETAILS OF PROJECTS

PARKWAYS IN GATINEAU PARK	\$3,031,933
LAC DES FEES PARKWAY	467,656
DEVELOPMENT OF HOG'S BACK PARK	435,487
DEVELOPMENT OF HULL PARKS	149,581
DEVELOPMENT OF GATINEAU PARK	202,116
MISCELLANEOUS PARK AND PARKWAY PROJECTS	1,977,470
<b>TOTAL</b>	<b>\$6,264,243</b>

### DETAILS OF LANDS

INDUSTRIAL AND RAILWAY SITES	
TOWNSHIP OF GLOUCESTER	\$1,621,132
QUEENSWAY	3,005,516
STATION BOULEVARD	230,774
WESTERN PARKWAY	1,017,926
EASTERN PARKWAY	2,019,922
OTTAWA RIVER PARKWAY	3,358,392
RIDEAU RIVER PARKWAY	2,142,868
HULL SOUTH PARKWAY	628,750
HULL GENERAL LANDS	772,325
GATINEAU PARK	3,354,693
MACKENZIE KING BRIDGE	508,706
SUSSEX DRIVE	137,693
MISCELLANEOUS SITES	545,514
<b>TOTAL</b>	<b>\$19,344,211</b>