

Subsection 4.—The National Capital Plan*

The Master Plan to guide the long-range development of Ottawa and the National Capital District, and to create a Capital in keeping with Canada's achievements and status as a nation, was completed at the end of 1948. The final report on the Plan was forwarded to the Government by the National Capital Planning Committee and the Federal District Commission† and tabled in the House of Commons on May 22, 1951. Details of the Plan are given in the 1950 Year Book, pp. 18-20, and progress made is outlined in subsequent editions.

The most important new project undertaken during 1953 was the rebuilding of Sussex Street, a main artery on which are located several national institutions, including the National Archives, the Royal Canadian Mint, the National Research Council, the permanent residence for Canada's Prime Minister, and the residence of the Governor General. Plans call for the removal of the present street-car tracks (motor-buses will be used on the route in future) and overhead wiring is to be placed underground. The project is being carried out jointly by the City of Ottawa and the Federal District Commission.

A project for the improvement of the Hull approach to the Chaudière bridges was also decided upon by the FDC after consultation with the cities of Ottawa and Hull and the Federal Department of Public Works.

Good progress continued on the installation of new railway facilities in accordance with long-range plans to remove the present trackage from central Ottawa and Hull to the urban outskirts, and, subsequently, to use the rights-of-way thus released for arterial roads. Land was acquired along the new rail belt for the relocation of industries requiring rail services. The signal system is being installed in new yards for the use of the Canadian National Railways along the rail belt at the southern edge of Ottawa. When the installations are complete the CNR will transfer its operations from the crosstown tracks and yards that bisect the Capital along Catherine Street. The FDC is acquiring extra land to widen and link up this crosstown right-of-way to permit construction of an east-west traffic artery which will join with Highway 17 east and west of Ottawa. A new rail junction west of the Capital linking two CNR lines and diverting rail traffic to the new rail belt is now in operation, and seven miles of trackage has been lifted preparatory to construction of the western end of the new traffic artery.

The Commission continued its policy of using part of the National Capital Fund, which receives an annual parliamentary grant of \$2,500,000, to share in the costs of extending municipal water and sewage services in conformity with the Master Plan. Progress also continues on the acquisition of land for the new eastern and western parkways, which will run in a broad arc south from the vicinity of Rockcliffe Airport, cross the Rideau River near Hog's Back, and continue west and north to the Ottawa River near Britannia.

Since the inception of the National Capital Plan, the Commission, on the advice of the National Capital Planning Committee, has approved plans of various Federal Government departments for 12 major site developments and 92 buildings. Several of the new buildings, including the head office for Central Mortgage and Housing Corporation on the Montreal Road and the Dominion Bureau of Statistics at Tunney's Pasture, have been completed and occupied. Others nearing completion are the Department of Veterans Affairs building on Wellington street and the Government Printing Bureau in Hull. Approval has been given for the con-

* Revised by the Federal District Commission, Ottawa.

† The Commission is the federal agency responsible for the implementation of the Plan. See also p. 84.