

Parliament in 1944. One-third of the District lies in the Province of Ontario and the remainder in Quebec. The co-operation of the cities of Ottawa and Hull, 28 other autonomous municipalities and the two provincial governments is essential to the successful implementation of the Plan, as there is no federal planning or administrative control over the Capital or its District.

In 1946 the Federal District Commission was appointed the federal agency to implement the Plan, amendments to the FDC Act of 1927 providing the necessary powers. The Commission was made responsible for co-ordinating federal construction and development within the National Capital District, and the location, siting and exterior design of federal buildings or other developments on Crown property within the District became subject to Commission approval. The Commission also became the recognized federal agency for negotiating and co-operating financially with the provincial and municipal authorities in the preparation and implementation of the Master Plan. Its membership, hitherto composed of Ottawa and Hull residents, was increased from ten to twenty to permit the appointment of a commissioner resident in each province of Canada so as to bring the experience and points of view of all parts of the country to bear upon the planning problems and proposals. The chairman and members serve without remuneration.

A technical planning group, the National Capital Planning Service (now a branch of the FDC), was established by Jacques Gréber, and made responsible to a National Capital Planning Committee established in 1946 by the FDC to act as the Commission's permanent honorary advisory body on the preparation and implementation of the Plan. The final report* was completed and presented to Parliament in 1949.

The Master Plan is designed to guide the development of the Capital's urban area over the next half-century and to protect the beauty of the surrounding National Capital District. Within its framework it is capable of adjustment to meet new requirements and changing conditions. The largest single project, and the key to the Plan, is the removal of the network of railway lines and their attendant industrial developments from the central area to the outskirts of Ottawa and Hull and, as part of this scheme, the conversion of the abandoned rights-of-way from rail to roadway use. Railway, highway and arterial roadway proposals are therefore treated in detail, as are proposals for governmental development of parks, parkways, sites for departmental buildings and national institutions, etc. The Plan predicts and provides for an ultimate population of about one-half million within a five mile radius of Parliament Hill and recommends that development, on a regional basis, follow the nucleus system of neighbourhoods and communities. It encourages the latter by the planned decentralization of government departmental buildings and institutions throughout the urban area. For economical urban development and other reasons the Plan would limit the population to the above figure (contained in an urban area of 44,000 acres) and to achieve this recommends surrounding the urban area with a controlled rural fringe, or green belt. The belt, three to five miles wide, is designed to mark the limit of extension of urban municipal services (and therefore dense housing development within it is not recommended); to prevent dangerous and uneconomical ribbon housing development along roads radiating out from the urban area; and to preserve the market garden areas at the urban fringe which supply the city market. Excess population would reside in towns and villages beyond the green belt but within easy commuting distance of the Capital.

The Ottawa-Hull area is treated as one physical, social and economic whole. Comprehensive zoning—a municipal responsibility—is strongly recommended to control industrial, commercial and residential development in the best interests of each; to preserve the amenities of the area; and to protect the large and growing national investment in public buildings, national institutions, parks and parkways.

* Plan for the National Capital of Canada, with Atlas. J. Gréber. Queen's Printer, Ottawa, 1950.