

To the Hon. W. T. White,
Minister of Finance,
Ottawa.

Sir:—

In accordance with instructions as set forth in Report of the Committee of the Privy Council, approved by His Excellency the Administrator, on the 12th day of September, Nineteen Hundred and Thirteen, on behalf of the Federal Plan Commission, we have the honor to submit herewith our report on a General Plan for the Cities of Ottawa and Hull.

We selected for the study of the problem Mr. E. H. Bennett, as Consultant on City Plan, and Mr. E. L. Cousins, as Consulting Engineer, and take this occasion to express our appreciation of their services.

We desire to make acknowledgment of the assistance rendered by the Officials of the Government, the Cities of Ottawa and Hull, the railways and other public service corporations and the members of the Ottawa Improvement Commission, and to thank them sincerely for their hearty co-operation during the course of the work.

We desire to acknowledge the services of the following in the preparation of the plans and the report:—

Mr. Paul H. Lazenby, Engineer of Mr. Bennett's staff, who, in co-operation with Mr. Cousins, treated all matters pertaining to steam railway, water and street railway transportation, together with the collection of statistics at Ottawa and other economic features of the problem; Mr. William E. Parsons, Architect of Mr. Bennett's staff; Mr. A. E. K. Bunnell, Engineer-in-charge of the Ottawa office, under whose immediate direction all surveys were carried out and data gathered, assisted by Mr. H. W. Tate and Mr. H. S. Bedell, Surveys Engineer and Chief Draftsman, respectively; Mr. H. T. Frost and Mr. F. C. Walker, of Mr. Bennett's staff, for work done respectively on the General Plan and on the Government centre; Mr. Jules Guérin for the rendition of the perspectives. Also we desire to thank Mr. A. Stuart, Superintendent of the Ottawa Improvement Commission, for valued assistance rendered.

The object of the Commission has been to prepare a comprehensive plan looking to the future growth and development of the Cities of Ottawa and Hull and their environs and particularly applied to the location and architectural character of future Government, public, administrative and private buildings; to adequate and convenient arrangements for vehicular and pedestrian travel via arterial highways; to steam railway, electric railway and water borne transportation problems; and to parks and connecting boulevards.

The various recommendations are dealt with in detail in the report, but we wish to bring briefly to your special attention the following outstanding features that have strongly impressed themselves upon us in our study of the problem.

(I.) We are of the firm opinion that the future improvements in the area about the Capital at Ottawa and Hull should not be attempted without first establishing a Federal district and securing for the Federal authority some control of local government.

(II.) We are of the firm opinion that the pivot, on which hinges the success or failure in carrying out any comprehensive plan, lies in the proper solution of the problem of steam railway transportation.

(III.) In order that proper administrative and office accommodation may be provided for the work of the Government, the extension and development of the Government Buildings should be carried out on a comprehensive plan.

(IV.) There should be proper control of residential and manufacturing districts by enforcing building restrictions.

(V.) The highly commendable work of the Ottawa Improvement Commission should be extended and enlarged by the development of a broad and forceful policy as to further park lands, and there should be established a National Park or Forest Reserve in the Laurentian Hills, under control of the Dominion Government.

The plan and report should not be taken as final in detail, but be considered as a general study of the conditions affecting the probable future growth of a National Government Centre.

The plan is one in which the various elements have been weighed in their relation to one another and after careful study have been recorded, and it is our belief that it will serve as a real guide in the future growth and development of the Cities of Ottawa and Hull.

The plan has not been prepared on the assumption that the Cities of Ottawa and Hull would be remodelled at once, but with the idea of a gradual adoption of a definite objective to be reached as necessity arises and finance permits.

Both private and public works and improvements of the future should be co-ordinated and carried out along lines which will conform with the general plan and at the same time emphasize the many graceful physical characteristics with which Ottawa and Hull are now blessed. Thus ultimately we should have a beautiful Federal District, of which not only the citizens of Ottawa and Hull and the surrounding country will be proud, but a Capital in which everyone in the Dominion of Canada can take satisfaction.

We have the honor to remain, Sir,

Your obedient servants,

H. S. Bedell

Frank Darling

Paul H. Lazenby

Thomas Smith

Jacobus H. H. H. H. 1913

H. Dupuis 1913

Thomas H. H. H. 1914

Jos. Burye 1914

Nelson D. Porter 1915

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Mayor
of
Ottawa

Mayor
of
Hull