

interest is not mainly federal. But it is hoped that in addition to the contribution already proposed by the Federal District Commission in the matter of right-of-way, some formula can be evolved to permit of a suitable contribution under the Trans-Canada Highway Act.

(3) The Federal District Commission is to be commended for the action it has taken to establish rail-freight facilities in the Walkley Road area, thus completing the first stage of the railway relocation program. We strongly recommend that the Commission be authorized to proceed immediately with the second stage of the program as outlined in its brief. The completion of this part of the program will permit the removal of the railroad tracks from the Interprovincial Bridge, the abandonment of the Sussex Street branch of the C.P.R., the abandonment of the C.P.R. main line along the Ottawa River west of the Ottawa West Station and the elimination of many dangerous level crossings in the west end of the Capital. Included, also, in this stage is the renovation of the Union Station and the removal of local freight sheds and yards to a site immediately east of Hurdman's Bridge, thus permitting greatly-needed improvements to be made to the present congested and inconvenient passenger and express arrangements.

(4) Bridge facilities across the Ottawa River are now inadequate in the downtown sections of Ottawa and Hull. The provision to this requirement again involves the co-operation of two provinces and of a municipality in each province. It is not a federal responsibility. But the need is great. Some help has arisen from the improvements made at the Chaudiere by the Federal District Commission in 1955 and 1956. The acute congestion at rush hours would be greatly relieved if the tracks were removed from the Interprovincial Bridge. Adequate approaches to the bridge on both Ottawa and Hull sides should be constructed at once. An entirely new bridge should be built as soon as possible to take the place of the old bridge.

(5) The Green Belt which could be better described as the Intermediate Zone between the urban and rural areas is a strip of land approximately one and one-half miles wide extending from the outer limits of Ottawa and Hull. It was the subject of much discussion during our sittings.

The Green Belt area is a proposal contained in the National Capital Plan of 1950. We have seen no evidence to disprove its validity.

In the absence of any alternative to the National Capital Plan the Federal District Commission urge the establishment of the restrictions they propose in the Green Belt area at a very early date. Otherwise, one of the important features of the National Capital Plan will be frustrated. Zoning under section 390 of the Ontario Municipal Act, unless it were carried out pursuant to the recommendations of the National Capital Plan touching the Green Belt area would not be acceptable to the Federal District Commission. Such by-laws can be readily amended if they are to be passed at all. The Federal District Commission urge that it be authorized to expropriate the property in the area, hold it, and sell it subject to restrictive covenants as to land use which the Federal District Commission would prescribe.

Evidence given to the committee warrants our hope that some workable arrangement could be made with the municipalities concerned. The Federal District Commission is willing to try to work out a compromise. We urge that an attempt be made to resolve the differences. However, should these negotiations fail, resort might be had to the Minister of Planning and Development for Ontario. It might be possible to invoke the provisions of the Planning Act of Ontario either as drawn or under suitable amendments to provide for the