

Final answer on Flamborough to be decided Mar. 28

• from JOINING on page 1
with Burlington, and through that become a part of Halton.

It will bring to the table 48,000 acres, many of them rural. It also holds more than 22,000 residents, or 70 per cent of the town's current population, and about 70 per cent of its present assessment base.

Flamborough's border became flexible when Hamilton-Wentworth recently became a megacity as part of the Province's fewer politicians bill.

That opened the door for the town of 34,000 to end its historically-strained relationship with its larger partner.

Relations may have become even more tense

due to haggling between the Town and a Provincially-appointed transition board over what Flamborough owes in the event of a divorce.

Figures vary widely, with Flamborough figuring it needs about \$20 million to say goodbye, while the transition board puts the number at \$35 million.

Most of that is the cost of water and waste water infrastructure, which has been put in place by Hamilton-Wentworth.

To cost out Halton's responsibilities should the merger occur, both figures were factored into the recent analysis.

"We do not make any comments or assessments on which one is correct," said the

Region's finance commissioner Joe Rinaldo. "We don't want to get into the issue of who's right and who's wrong."

And no official stance has been taken in the fact-finding analysis, said Mr. Marshall.

"What this report does not offer is a position," he said.

That won't be revealed until Flamborough officially decides what it wants to do Monday.

The issue will come to regional council for a final decision March 28.

Even without a staff recommendation, the Halton analysis showed Flamborough would pay a big price for the remarriage.

But it shouldn't lighten the wallets of Halton taxpayers much.

Assuming East Flamborough carries the burden of the divorce costs, welcoming it to the Halton fold would lead to a 5.4 per cent increase in assessment and a 3.8 per cent increase in wastewater revenues for the Region.

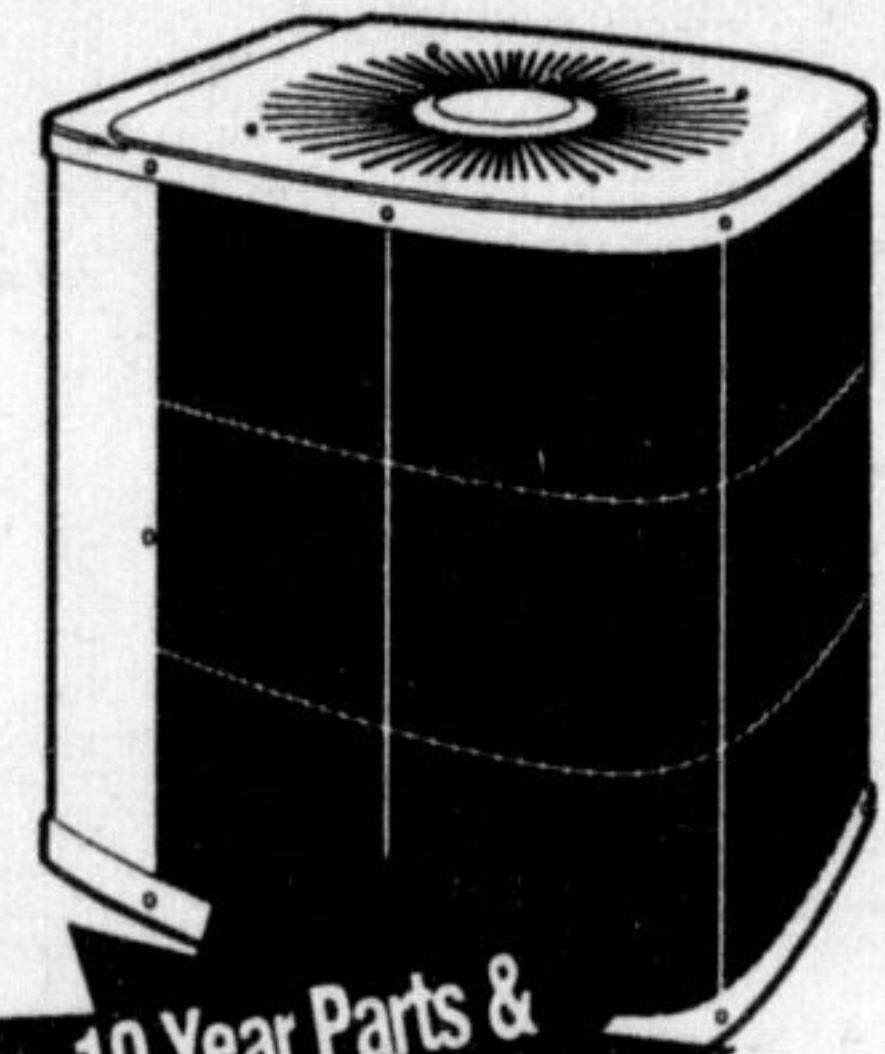
Overall, current Halton residents could expect to pay about \$6 more in property taxes — or .2 per cent — as a result of the amalgamation.

On the commercial side, Halton taxes could increase by 1.3 per cent, or \$93. And industrial taxes would likely rise by .3 per cent, or \$36.

That, of course, is assuming Flamborough opts to say goodbye to Hamilton-Wentworth, Halton agrees to take it in, and the Province agrees to both.

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P205 TIRES	STANDARD	P195	P195
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Have your say

A flurry of public consultations have been scheduled by the Region as the deadline for a potential Flamborough-Halton amalgamation approaches.

Presentations on Halton's just-released technical analysis will be made to all four municipal councils.

Milton's will be held at Town Hall Monday, Mar. 27.

A public meeting will also take place Thursday at 7:30 p.m. at Regional Council Chambers, 1151 Bronte Rd., in Oakville.

407 ETR SLF Joint Venture

NOTICE OF ENVIRONMENTAL SUBMISSIONS HIGHWAY 407 ETR CENTRAL SECTION OAKVILLE LINK INTERCHANGE TO HIGHWAY 48 (MARKHAM ROAD)

The 407 ETR Concession Company Limited (407 ETR) is the private sector entity which has the obligation to develop, design, build, operate, maintain, repair and toll Highway 407 from the Queen Elizabeth Way in the City of Burlington to Highway 7 east of Brock Road in the City of Pickering. The existing Central Section of Highway 407 extends from the Oakville Link Interchange in the City of Mississauga in the west to Highway 48 (Markham Road) in the Town of Markham in the east (see key map below). The Central Section includes seven previously approved interchanges that were partially or fully deferred during its construction and are now scheduled to be completed by December 31, 2001.

Legend

1. Britannia Road (CDI-1)
2. Mavis Road (CDI-2)
3. Kipling Ave. (CDI-3)
4. Centre Street (CDI-4)
5. Woodbine Ave. (CDI-5)
6. Kennedy Road (CDI-6)
7. McCowan Road (CDI-7)

The planning, design, construction, operation and maintenance of the Highway 407 Central has been declared exempt from the full application of the Ontario Environmental Assessment Act by Order-in-Council No. 2865/83, dated October 19, 1983 (Exemption MTC-52). The conditions of the Exemption Order require that Design and Construction Reports (DCRs) be prepared for the interchanges at least 30 days in advance of constructing the respective interchange. The DCR for the new Britannia Road Interchange (DCR CDI-1) has been prepared and is being submitted to the Ministry of the Environment (MOE) for placement in the Public Record and is available for review at MOE, Central Region Office, 5775 Yonge Street, 8th Floor, Toronto, Ontario M2M 4J1. A copy of the documentation is being made available at the Meadowvale Branch Library, 6677 Meadowvale Town Centre Circle, Mississauga, and the Milton Library, 45 Bruce Street, Milton.

The public review period will terminate 30 days following initial placement of these notices, after which ETR may start construction, subject to receiving all other required approvals, permits and authorizations. ETR will continue to screen the components of the project during their design for significant new concerns and to ensure that the project progresses in compliance with the Exemption Order and the DCR.

Please direct any comments on the DCR CDI-1 by April 14, 2000 to:

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