

Canada Post gets no stamp of approval from council

By ROB KELLY
A Canada Post official on a goodwill visit to Milton council's general committee meeting Monday night quickly found out the Christmas season is over as chairman Rick Day more or less told him to say what he had to say and get lost.
Mr. Day began by telling Peter Darvill, director of west area city services for Canada Post, that the general committee had a long agenda to deal with. Then Mr. Day said the Canada Post presentation should have been the last item on the agenda, not the first.
The chairman noted that "we could chat about Canada Post forever, we could go an all night," and asked what the purpose of the visit was. "What is it, PR (public relations)?" He softened a bit and

added, "we can appreciate that."
Mr. Darvill, looking non-plussed at the reception, got no more empathy for Canada Post's problems from any other elected official, although Mayor Gord Krantz at least somewhat balanced out the criticism with an objective question. He asked what Canada Post plans are for future partnerships with private enterprise. More are coming, Mr. Darvill replied.
Other councillors were apparently content to kick the Crown corporation around a bit, complaining about slow mail delivery and rising costs.
Ward 3 councillor Bill Johnson complained about cutbacks from delivery six days a week to five, and home delivery later in the day.
Mr. Darvill countered that doctors no longer make house calls and

home bread delivery has been stopped too, because of "simple economics." Residential mail delivery is generally later in the day so business customers can be served first, he added.
Councillor Bruce Attenborough said he knew of no business except a monopoly "where you can have a price increase and a decrease in service and say look what a wonderful job we're doing."
Mr. Darvill countered that Canada Post's price increases have averaged less than inflation over the last decade.
The Canada Post executive was not


satisfied with the newer retail outlets, a service the corporation plans on expanding by one-third.
Mr. Darvill re-affirmed that the postal service "is in rural Canada to stay" and defended so-called "superboxes" by saying they allow rural residents cost free delivery, whereas previously rural dwellers often had to rent lock boxes.
In terms of wages spent purchasing postal services, Canada's mail rates are the second-lowest in the western world, he said, just behind the United States, "a country with 10 times our population and a smaller area."

Traffic ins and outs solved for \$20-million Trillium Square


By ROB KELLY
The developers of the proposed \$20 million Trillium Square at the northeast corner of the intersection of Martin Street and Steeles Avenue got what they wanted from town council's general committee Monday night, but it wasn't exactly a cause for celebration among the project's backers.
Raffale Clausi, the principal landowner, said construction has already been postponed for six months, with the earliest possible ground-breaking date sometime this spring. "The delay has been very costly. We'd like to proceed despite the fact market conditions are not the greatest."
The 8.6-acre development is to be

constructed in phases, with the first two segments as office space and the northernmost remainder along Martin Street tentatively planned as a major hotel.
Developer Campbell Thompson was there to represent Mr. Clausi. Mr. Thompson and his engineers had arrived at an impasse with town public works director John Matthews over how many vehicle entrances there should be to the property.
Town staff wanted three, and made that recommendation formally to council in a staff report.
Mr. Thompson's group wanted four entrances, and in different locations from the town staff proposals.
Eventually councillors opted to go with Mr. Thompson's suggestion. Mr. Thompson had argued that the traffic patterns into and out of the development will be light, despite at least 700 parking spaces, because the first two buildings will be office space, not stores.
Indeed, even the final development, a hotel, is expected to generate less traffic movements than retail zoning.
However, Mr. Thompson argued that traffic movements within the proposed parking area will be confusing and inconvenient unless four entrance/exits are provided.
Mr. Matthews is worried that an

entrance along Steeles Avenue near the intersection with Martin Street will encourage drivers to attempt to cross all the way into the turn lane to go south on Martin Street. Mr. Thompson countered that such a manoeuvre would be at best highly inconvenient for drivers, and they will tend to ignore it in favor of a more convenient entrance/exit.
Under the tentatively approved plan there will be an entrance/exit on Steeles Avenue near Martin Street and one opposite Glen Crescent, a street on the south side of Steeles Avenue. That way, if traffic patterns warrant it in the future, lights can be installed easily to control movements, Mr. Thompson pointed out.
There will also be two entrance/exits on Martin Street, with the southernmost one restricted so that exiting traffic can only go right (north) and inbound traffic can only access the entrance from the northbound side of Martin Street. A median will stop southbound traffic from 'hopping' over.
The developers have also agreed to widen both roads for turn lanes at the other three entrance points.
Mr. Thompson said he hopes to have the whole project completed, including the hotel, by the end of 1991.



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