



Capstone has finished its first phase of construction and now has 380 residents, mostly students, but Capstone leases individual rooms and does not require that residents be students. Residents can request who will be their roommates. Phase II will take another year and when completed, the Capstone project, named 13th & Olive, will house about 1,300 people and sport another big parking garage. We wrote in our Aug. 29 issue about complaints we've heard about that big ugly concrete wall at Capstone. Turns out that wall will eventually get covered by a stack of apartments in the next phase. What won't be fixed is the lack of green space, a pocket park or even wide sidewalks. Profitable design for Capstone, missed opportunity for increasing livability downtown. Will Olive Street next to the project reopen to traffic during Phase II? Probably not unless contractors get pressure from the city staff and downtown businesses.

EWEB's Greenpower program, in which customers pay a premium to subsidize the higher costs associated with EWEB's purchase of wind and other alternative power, has dropped its Green-e Energy certification, leaving some customers to wonder about the fate of the program. But we hear from Monica Shovlin of EWEB that the additional level of certification was "useful as a marketing tool in the early days of the program," but it became a "redundant expense" given the state of Oregon's Renewal Portfolio Standards rules plus the Renewable Energy Certificate reporting that EWEB participates in. Shovlin says there's no impact on where EWEB gets its power, how it's managed or the cost to customers.

Mother Goose Resale is a new store at 443 W. 11th Ave. in a storefront previously occupied by Black Box. The franchise, which opened Sept. 13, is owned by Rachel Bretbrunner and specializes in pregnancy and children's clothing and items sold exclusively on consignment. Consigners can get 40 percent of the selling price as cash or store credit. A different Mother Goose Resale store in Springfield recently closed. Find the Eugene store on Facebook or call 343-1300. The store is open from 10 am to 5:30 pm Tuesday through Saturday.

Xylem Clothing in Eugene is celebrating 10 years in business and has moved into a new warehouse at 495 Hwy. 99 N. that includes a design studio, cutting and sewing facilities and a showroom. Founders are Danielle Brodsky and Jazzi Januari, who say they are "committed to transform the fashion industry from the 'inside' out by focusing solely on using only the finest organic fabrics." Xylem has grown to become one of the largest clothing manufacturers in Oregon. Find them on Facebook or at xylemclothing.com.

Pet Time at 3141 W. 11th Ave. in the Marketplace West mall will celebrate its 20th anniversary from 10 am to 7 pm Saturday, Oct. 5, with giveaways, live music, raffles, free samples and discounts. The store, one of the oldest in the valley, is in the same complex as Jalisco and the Oregon Community Credit Union.

We hear volunteers picked 8,406 pounds of **apples at King Estate** Sept. 21 for FOOD for Lane County. FFLC is trying to collect 25,000 pounds of apples for processing this month. The fruit can come from commercial or home orchards, but must be picked from trees and not from the ground due to concerns of E. coli contamination. Call 343-2822.

NEWS

HISTORY UNDER EUGENE'S STREETS

There's a rich and rocky story beneath Willamette Street. Historical streetcar tracks and basalt paving stones exposed during repaving delayed heavy construction for a week and a half while the city sought an archaeological excavation permit to remove them, and the incident has city staff thinking about a new approach to digging up Eugene's buried tracks. Eugene's transportation history includes both electric and horse-drawn trolleys, which ran until 1927.

Andrew Fisher, president of the Historic Review Board and a Friendly Neighborhood resident, says he's looking for more communication about historic preservation with the neighborhood and the review board. "On most typical road projects, this probably wouldn't be an issue, but Willamette is arguably the most historically significant street in Eugene, and it merits thoughtful consideration and a careful process," he says. "We can't rely on passersby to alert us to historic discoveries, and it's not the job of the work crew to identify and recognize them."

In the past, the city hasn't been required to obtain permits, says Doug Singer, who took over as project manager in the construction phase. As the buried railways age, that's changing. "From what we understand from talking to the archaeologist, the rail is becoming, in some areas of town, 75 to 100 years old," he says. "Now it's becoming considered historically significant."

'Willamette is arguably the most historically significant street in Eugene.'

- ANDREW FISHER,
HISTORIC REVIEW BOARD

Singer says the city will come up with a plan to display the stone and rail it unearthed, preferably near Willamette Street. In the near future, he says, city staff will develop a program or policies and procedures to prevent similar delays, including researching the age of tracks prior to construction.

Review board member and archaeological preservation consultant Sara Palmer says that historical preservation has well-established environmental and economic worth. Public transportation and its history are important to the story of early Eugene, and the tracks are important to the story of Eugene's early black population — the first documented African-American Eugenean, Wiley Griffon, was a horse-drawn trolley operator. "It continues to be something that is really captivating for people," she says. "To have the physical remains of those histories stick around, you do have to make sure that you preserve them."

Palmer says she hopes the city can use the Willamette Street incident as a learning experience. "There's a real need to be more proactive about saying that one of our

community values is that we're not going to just knock stuff down," she says. "They certainly knew that the streetcar tracks were there, and they knew they were historic, and the city wrote demolition of them, apparently, into the construction contract, which is unfortunate because they really are important part of Eugene's story, they're an important part of our city's history and an important part of African-American history." — Shannon Finnell



HAPPENING PEOPLE

BY PAUL NEEVEL

SCOTT BURGWIN

Scott Burgwin and a small crew of volunteers set up the Coast Fork Farm Stand in Cottage Grove's Coiner Park by 2 pm on Wednesdays. Burgwin volunteers as coordinator of the Cottage Grove Growers' Market during its summer season, when it shares Wednesday evenings with a series of concerts in the park. "The music has given us a lift," says Burgwin, who moved the market from Saturdays downtown to Wednesdays in the park six years ago. A year later, he launched the year-round, twice-weekly outdoor farm stand to provide consignment space for small farmers and specialty food producers. A graduate of Madison

High in Portland, Burgwin was working for the Forest Service in the Olympics of Washington when he reconnected with former classmate Birdy Hoelzle, then a 25-year resident of Cottage Grove, at a school reunion. He moved south to join her in 2002. Now that the Growers' Market season is done, Burgwin is preparing to move the Coast Fork Farm Stand to a new permanent indoor/outdoor location, as part of a community market and local food hub planned for two adjacent buildings across the street from Bohemia Park. Organizers will host the "Food Hubbub," a variety show and fundraiser to support the new development, at the Axe and Fiddle in Cottage Grove, beginning at 5:30 pm Sunday, Oct. 6.

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