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A wahine rides a small waist-high wave north of Crystal Pier as the sun sets in Pacific Beach.

THOMAS MELVILLE / BEACH & BAY PRESS

Paradise Point to rebrand as Margaritaville

By DAVE SCHWAB | BEACH & BAY PRESS

Paradise Point Resort & Spa on Vacation Isle Park in Mission Bay is rebranding into a Margaritaville Island Beach Resort, with an anticipated opening of 2020-21.

The existing property will be renovated and converted for an estimated \$35 million. It will feature 462 casita-style single-story guest rooms, waterfront views with a mile of beachfront, Margaritaville food and beverage concepts, new recreational activities and family-friendly amenities.

Margaritaville is a global lifestyle brand inspired by the lyrics and lifestyle of singer, songwriter and best-selling author Jimmy Buffett, whose songs evoke a passion for tropical escape and relaxation.

Davidson Hotels & Resorts will operate the property as Paradise Point Resort & Spa until the hotel is reflagged, and will continue to manage the property following the renovation and rebranding.

Those improvements will add to the resort's 80,000 square feet of meeting space, marina, spa, tennis courts and a fitness center, as well as the property's five pools. Public spaces will be updated to reflect Margaritaville's "no worries" lifestyle.

"We are excited to announce this exciting affiliation with Margaritaville at our Paradise Point Resort & Spa," said Jon E. Bortz, chairman, president and CEO of Pebblebrook Hotel Trust. "Our island resort offers a unique San Diego beach experience in a secluded, yet centrally situated location to nearby attractions.

SEE POINT, Page 8

Scooter tampering 'is absolutely a crime' and endangers riders

Local woman jumps off Bird scooter with cut brakes, ends up in ER

By EMILY BLACKWOOD | BEACH & BAY PRESS

Earlier this month, Ocean Beach resident Amanda Johnson hopped on a Bird scooter she had ridden up to to her house on Newport Avenue. As she made her way back down the hill, she noticed a lot of traffic through the intersection of Ebers Street. She hit the brakes, attempting to slow down, only to realize they weren't working.

"I had this moment of clarity where I knew I'd either go into traffic or try to somehow slow

'There is a chance people are cutting brake lines because they are unhappy with scooters in their community. That is not a way to send a message'

SDPD LT. SHAWN TAKEUCHI

down or stop," Johnson said.

In an effort to stop the scooter, Johnson put her foot down on the sidewalk, causing her and the device to flip. She skidded onto the ground and sustained injuries to her chin — which required seven stitches to fix — and knees, road rash to her chest and hands, and

bruises all over her body.

"Luckily my neighbor was outside and saw the whole thing," she said. "She guided me into her house and found my phone somewhere on the street. When I ended the ride, I gave it one star and

SEE BRAKES, Page 2



Amanda Johnson suffered seven stitches in her chin and road rash on her chest, hands and knees after jumping off a scooter that had its brakes cut.

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BRAKES »
CONT. FROM PG. 1

wrote 'I'm on my way to the emergency room, somebody cut my cables.'

Evidence of scooter tampering has occurred in Pacific Beach as well. Popular Instagram account @pacific.beach has shared multiple photos and videos of what they claim to be people cutting brake lines on scooters.

Bird would not comment specifically on the complaints of brake tampering, only saying: "Vandalism of any kind should not be accepted, full stop. Vandalism can include damage to local storefronts, broken windows of cars, and theft or destruction of e-scooters.

"At Bird, we have zero tolerance for vandalism and aggressively address it when it occurs in communities where we are meeting peoples' needs for sustainable transportation options. We encourage everyone in these communities – whether they ride Bird or not – to report vandalism done to or with our vehicles as we are committed to acting swiftly and effectively. If you see something, report it to us at hello@bird.co. Bird investigates all reports of vandalism and takes appropriate measures, including working with law enforcement."

According to San Diego Police Department Lt. Shawn Takeuchi, other than Johnson's incident, there have been no other vandalism reports filed regarding brake tampering for Bird, Lime or Lyft.

"Recently there have been some social media posts about individuals cutting brake lines," Takeuchi said. "First and foremost, cutting brake lines is a crime. It's either a misdemeanor or felony depending on the amount of damage that's caused.

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ALEHOUSE EMPLOYEE**

On June 22 about 3 a.m., Cody Gross was walking home from work at PB Alehouse with two friends when he was struck by a vehicle that fled the scene. Less than two weeks after his 24th birthday, he found himself in the emergency room with multiple injuries. After having to undergo surgery and a multiple-night stay in the hospital, he has been left with numerous medical bills as a result of a poor decision by a senseless individual.

A GoFundMe page has been established to help defray Cody's medical expenses. A total of \$3,845 of a \$50,000 goal has been raised thus far in 27 days by donations from 55 people.

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Custom tattoo shop Even Keel Tattoo will host its annual Shark Weekend from 11 a.m. to 7 p.m., July 26-28 at their Pacific Beach location, 4675 Cass St. Event participants can choose from 50 different shark-themed tattoo designs and a percentage of the proceeds will go to Shark Allies, a non-profit organization dedicated to the conservation of sharks and rays.



Amanda Johnson before the Bird scooter crash.

"There is a chance people are cutting brake lines because they are unhappy with scooters in their community," Takeuchi said. "That is not a way to send a message. It's absolutely a crime."

This wasn't the first time Johnson experienced scooter tampering. Not only had she witnessed people cutting the brake lines on Lime and Bird scooters, but she also rode a different Bird scooter months earlier that she realized had broken brakes. Luckily she had plenty of time to let the scooter slow down on its own before ending her ride.

"I've definitely seen people at the end of Newport Avenue tampering with scooters and even Lime bikes," she said. "There's all sorts of evidence of this all across Ocean Beach."

At the time of this writing, Johnson said Bird had only paid for the ride she had taken during the accident. She's considering hiring a personal injury attorney and did file an incident report with police.

"With the brake cables, it's only the older versions of these Birds that have them actually accessible," Johnson said. "Newer versions don't have the wires out

there. Like they're trying to take care of that, but they should probably take the ones with the wires off the streets because it's becoming a pretty apparent issue."

Takeuchi said the reason he believes brake tampering hasn't been reported is because with a crime of vandalism there has to be victim and a witness. SDPD encourages citizens who see brake tampering or other scooter vandalism going on to take photos and videos and call the police.

"Most importantly, [citizens] can't just call and move on with their lives," he said. "They have to remain there so an officer can talk to them. Because legally, if a misdemeanor is not committed in the officer's presence, an officer can not make an arrest. It has to be a citizen's arrest."

Now, citizen's arrest doesn't mean residents are expected to "go out and put handcuffs" on the person responsible. All it means is that they have to stay at the scene and sign a piece of paper attesting to the fact that they saw the crime occur and that they're making the arrest.

"We need a citizen's arrest by the witness so we can take the suspect into custody. In the event the suspect leaves, we definitely don't want the witness to follow them or put themselves in danger. Instead we'll take a report, document the crime, collect any video, photographs or evidence and do a follow-up investigation," Takeuchi said.

While no scooter vandalism arrests have been made yet in San Diego, Johnson has a few choice words to the people who are cutting brake lines.

"You're not doing anything to Bird, you're just trying to kill me," she said. "Thank you for nothing. Thank you for making no difference in this world. Thank you for becoming a bigger problem."

City says scooter companies are violating regulations, have until July 29 to comply or be kicked out

The City has sent notices of violation to Lime, Bird, Skip and Lyft electric scooter companies, who are not complying with geofencing and other regulations that took effect July 1 with a new City ordinance.

"Bird has violated geofencing requirements in nine different locations across the city, with Lyft and Lime doing so in seven locations," wrote Mayor Kevin Faulconer on Twitter. "This is unacceptable. Each has been ordered to comply by July 29 or cease operating in San Diego."

Senior City press secretary Christina Di Leva Chadwick said the City has also been actively

enforcing and impounding scooters that are out of compliance. "City crews impounded more than 2,500 scooters during the Comic-Con alone," she said. "The impound fee is \$65 per SDM and a \$1 per day storage charge. No storage fee is charged to the Comic-Con related impounds.

"The violating operators have 10 days to fix the issues or they must cease operations until the issues have been addressed," said Di Leva Chadwick.

"The City will also move forward with non-compliance proceedings to revoke permits for those operators who don't comply," she added.

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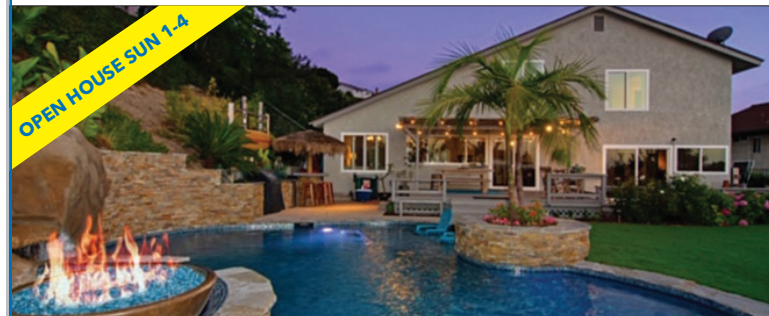
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-Susan W., June 2019

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New underpass and bridge move Rose Creek Bikeway closer to 2020 completion

By DAVE SCHWAB | BEACH & BAY PRESS

The Rose Creek Bikeway is more than 50 percent complete and is anticipated to open to the public by mid-2020, and the bicycling community couldn't be more pleased.

"It's an important connection for both commuters and recreational bicyclists that will be a separated Class I bike path that connects existing sections of the Rose Canyon and Rose Creek bike paths in the City of San Diego," said Andy Hanshaw, executive director of the San Diego County Bicycle Coalition.

"The Rose Creek Bikeway provides connectivity and accessibility for non-car centric mobility options," said Kristin Victor, who's helping create an EcoDistrict in Pacific Beach.

"The Friends of Rose Creek is thrilled to see the amazing progress on the Rose Creek Bikeway and look forward to the grand opening when the community will gain access to new areas of Rose Creek," said Karin Zirk of Friends of Rose Creek.

The majority of remaining construction activity will occur on Santa Fe Street between the cul-de-sac at the northern end and the new bike and pedestrian bridge at the southern end, said Jessica Gonzales, spokesperson for SANDAG.

The Rose Creek Bikeway project



A paved section of the new bikeway at the Mission Bay Drive underpass, which shows the significant construction progress that has been made.

is a high-priority project that will fill a two-mile gap in the Regional Bike Network between points to the north such as Sorrento Valley, University City, and UC San Diego, and points to the south such as Mission Bay, Pacific Beach, Mission Valley, and Downtown San Diego.

The 2-mile segment of the Rose Creek Bikeway is part of the Coastal Rail Trail, a planned continuous bike route that will run approximately 44 miles between Oceanside and Santa Fe Depot in

Downtown San Diego.

Preliminary bikeway construction activities began September 2017 as part of an agreement between the San Diego Association of Governments, a regional transportation planning agency, and Mid-Coast Transit Constructors, who are building the Rose Creek Bikeway in conjunction with the Mid-Coast Trolley project.

"With the mid-coast trolley line currently under construction, the Rose Creek Bikeway will also be an

important connector to those wishing to access the trolley from Pacific Beach, UTC, Sorrento Valley and UC San Diego areas," Hanshaw said.

"It's an exciting time to see implementation taking place for long-planned bikeways designed to give safe, connected networks for folks to choose to bicycle more to get to/from work and to move around the region. We look forward to more projects coming on line in the next few years, and know that this will result in

increased ridership, safer streets and healthier communities," Hanshaw said.

Victor noted creation of the Rose Creek Bikeway gives coastal communities more transportation options. "It gives the opportunity to create prosperity with the integration of safe parkland, bicycle and pedestrian pathways along the creek supporting the equity, resilience and climate protection imperatives of the Pacific Beach EcoDistrict and connectivity to the future Pacific Beach/Balboa Area Transit station," she said.

The Rose Creek Bikeway will begin at the north end of Santa Fe Street and connect to the existing bike path at Damon Street and Mission Bay Drive, just a short distance north of the Mike Gotch Memorial Bridge over Rose Inlet.

Zirk noted Rose Creek Bikeway could be a catalyst for better things to come. "We hope, as more members of the community have the opportunity to ride a bike path along the creek, they will advocate for Rose Creek now and in the future to maintain this amazing wetland in the middle of San Diego," she said.

The Rose Creek Bikeway also connects to the Rose Canyon Bike Path, a 1.5-mile bikeway, most of which was recently upgraded and relocated to support construction of the Mid-Coast Trolley Project in the surrounding area.

Coastal Commission approves SeaWorld's new roller coaster

The California Coastal Commission on July 10 approved SeaWorld's new 153-foot tall dive coaster, Mako, planned to open in 2020. This new roller coaster, which was announced in January, will be the tallest, fastest and longest dive coaster in California, as well as the only floorless dive coaster in the state, according to David Koontz, director of communications at SeaWorld San Diego.

"We appreciated the opportunity to present our new attraction to the commissioners. We anticipate

construction getting underway within the next few months," Koontz said.

The 153-foot ride received unanimous approval from City Council in April, allowing the coaster to exceed the 30-foot height limitation in coastal zones.

Riders will climb more than 153 feet into the air, suspended on a 45-degree angle at the crown of the ride as their feet dangle underneath. The drop will plummet riders 143-feet facedown at speeds more than 60 mph.


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San Diego testing drone delivery program with U.S. DOT

By DAVE SCHWAB | BEACH & BAY PRESS

Deliveries may soon be coming by way of drones. That is, if all goes well with a three-year testing program. The city of San Diego was selected by the U.S. Department of Transportation to conduct testing as part of the unmanned aircraft systems (UAS) Integration Pilot Program (IPP).

Working with several public and private sector partners, the city has been evaluating the feasibility of advanced UAS operations with numerous applications. Those include unmanned traffic management, night operations, flight over people, and flight beyond the visual line of sight.

And the myriad possibilities inherent in drone delivery don't end there. Uber is seriously exploring tapping the market for UAS with the creation of a new platform, Uber Elevate.

Even McDonald's in San Diego has gotten involved in exploring the potential of drone delivery. Starting in San Diego as soon as this summer, the fast-food giant could be delivering via drones.

McDonalds via Uber, however, won't be sending drones straight to people's doors. Rather, drones will be sent to designated "safe landing zones" where human couriers will pick up the food for

transfer to residences. Uber has said it might also be possible for drones to be sent to parked Uber cars tagged with QR codes, which will then carry the goods to their final destinations.

Accomplishments during the first full year of San Diego's IPP program include: Successful operation over more than 640 flights in airport, military and defense-area airspaces; high-altitude mapping of the U.S.-Mexico border; successful package delivery operations; operation of more than 17 different unmanned aircraft vehicles; and more than 440 911 calls responded to with drones by the Chula Vista Police Department, which carried out more than 60 UAS-assisted arrests.

Beach & Bay Press caught up with Harrison Andrew Pierce, head of operational compliance for UAS for the city of San Diego's Office of Homeland Security, to answer a few questions about how drone delivery trials are going.

BBP: What is the background behind this drone-testing program in San Diego?

Pierce: In late 2017, a presidential memorandum was signed that directed the U.S. Department of Transportation to implement a program testing the feasibility of integrating small unmanned aircraft systems (UAS) into the airspace. The program was named

the Integration Pilot Program (IPP), and was designed for public jurisdictions throughout the U.S. to apply for designation, and if selected, test advanced UAS operations that will inform future federal policy for UAS. The city of San Diego was selected as one of 10 awarded jurisdictions.

BBP: Why was San Diego chosen for drone testing?

Pierce: With an international airport, multiple municipal airports, U.S. Navy airspace, U.S. Marine Corps airspace, and the U.S. Coast Guard, San Diego is one of the most complex airspaces in the nation. San Diego's role as a national leader in technology, coupled with complex airspace and mild weather that allows for year-round testing, makes our region the ideal place for UAS testing.

BBP: What does San Diego's drone testing program entail?

Pierce: The city is exploring two separate concepts of operations (CONOPS) that seek to identify the feasibility of UAS to accomplish specific missions. They are:

CONOPS 1: International transportation and safety. Missions include:

- International commerce: Use of various technologies for unmanned traffic management to determine the feasibility of using drones for freight inspections to shorten border wait times.



Area restaurants are even exploring the potential of drone delivery.

- Public safety: UAS will be used to assist first responders by providing near-real time video feeds in response to priority emergency calls, to determine if additional resources are needed to respond increasing efficiency.

CONOPS 2: Package delivery. The developing UAS industry can be used to expedite parcel delivery, which could result in reduced shipping costs, more efficient health care specimen processing, and increase food options citywide. Missions include:

- Food delivery: San Diego will test the feasibility of transporting food and beverages, utilizing technology to advance unmanned traffic management, as well as detect and avoid technology.

- Medical specimen transport: Teaming with UC San Diego Health, San Diego will test the feasibility of transporting specimens to a lab in order to support the health care provider's ability to quickly diagnose and treat patients.

BBP: What is San Diego's role in all this?

Pierce: The city is the lead participant in this program, acting as an intermediary between the FAA and other partners in San Diego. There is a signed memorandum of understanding between the city and the FAA to formalize this relationship.

BBP: Is the city going to consider having Uber pay fees for access to neighborhoods?

Pierce: The city has had no discussions about fees. This is a pilot program aimed at demonstrating proof of concept, and capturing meaningful data that will inform future policies on safety and integration.

"I think it's important to understand that it's unlikely we'll be delivering packages with drones in dense, urban environments at full scale, tomorrow," Pierce said. "Instead, I think we should think about these services being deployed in layers, where we use a crawl, walk, run approach and ensure we capture as much meaningful data as possible before we consider the feasibility of advancing another step."

Navy, SANDAG agree on possible redevelopment of property near airport

With the goals of modernizing the Navy's physical presence in San Diego and improving transit connections to the airport, Mayor Kevin L. Faulconer was joined on July 10 by regional planning and transportation agencies as well as the U.S. military to announce Navy Region Southwest and the San Diego Association of Governments have signed an agreement to explore possible options for the redevelopment of Naval Base Point Loma Old Town Complex.

"This is an amazing opportunity to strengthen the Navy's presence in San Diego, create thousands of jobs and make it easier for people across the region to get to and from the airport," Faulconer said. "This agreement is a promising beginning to what could be one of the most transformative projects in our region's history."

The memorandum of understanding serves as a framework for discussions between the Navy and

SANDAG as they work together to evaluate potential options for the iconic naval property. While the agreement does not commit either organization to a course of action, it allows the Navy to better understand SANDAG's goals and vision, and how they might be incorporated into its own redevelopment efforts. The MOU also requires both organizations to cooperate in preparation of federal, state and local environmental documentation.

"The Navy remains dedicated to creating a more modern, efficient workspace on the OTC property to better meet the mission requirements of Naval Information Warfare Systems Command (NAVWAR) and the other tenants on the property, while working closely with SANDAG and other entities to foster robust community engagement for this project," said Naval Facilities Engineering Command (NAVEAC) southwest commanding officer Capt. Mark Edelson.

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PB Presbyterian Church remodels preschool, helps families in need

By DAVE SCHWAB | BEACH & BAY PRESS

Pacific Beach Presbyterian Church is getting the word out that they're there and people ought to be aware. The church at 1675 Garnet Ave. has existed since 1888. Its preschool, which recently underwent a \$100,000 remodel, started in 1974.

There is a new preschool director, Amy Jones, and an interim pastor, Steve Locke. Though the corner church complex is somewhat low-profile, its presence — and importance — in the beach community is anything but.

"It serves the community," said Jones of the preschool for ages 6 weeks to 5 years. She added, "It's like a little family."

"People say, 'I didn't know there is a church and a preschool here,'" said Locke.

Why is that? Locke hazarded a guess.

"The church blends in so much with the community, it seems invisible," he said. "It doesn't have a tall steeple painted red or something like that. It blends in with the architecture of the community."

The preschool, among other things, sets PB Presbyterian apart.

"We have 26 kids and we serve working families five days a week," director Jones said, adding, "Obviously, there's daycare because we're here till 5:30 p.m."

Jones said preschool class sizes are intentionally kept small to maintain a low teacher-to-pupil ratio, so kids get more individual attention and the quality of instruction is superior.

The church/preschool is also unique in its hands-on approach to education/faith. That's where Grant Kay, director of Christian education, comes in.

"I run the young adult ministry and we have preschool kids in the program too," Kay said, adding, "We're participatory with all our Christian education. The goal is to

PB PRESBYTERIAN CHURCH

Where: 1675 Garnet Ave.

Info: pbpres.org, 858-273-9312.

get people's hands dirty, get them thinking and doing it themselves."

Kay talked about an innovative PB Presbyterian ministry program called Theology on Tap.

"We go down to the Tap Room (on Garnet) and talk about God over a beer," he said. "We have a Sunday night service for young adults. It's run by young adults and for young adults. It's very casual. I've preached in shorts."

PB Presbyterian feeds the homeless on Sunday evenings. Jones said there are other special things the church does for the community's most needy.

"In the state of California you can't use a P.O. Box to get Social Security or a driver's license," she pointed out. "So we run a mail program. We receive mail here for 225 individuals. We have a contract they sign that basically asks them to be good neighbors. It allows them to come into our office and get their mail. We give them three chances. If they break our rules, or aren't respectful, we tell them they no longer can receive services here."

Of PB Presbyterian's mission, Locke said, "We want to engage with the community. When you come here, we want you to be spiritually connected."

On Sept. 16, 1888, the Rev. C.S. Sprecher organized the Pacific Beach Presbyterian Church on the corner of Garnet Avenue and Jewel Street. A lemon packing house was moved to the church site, becoming the first church building.

PB Presbyterian has a fall harvest festival tentatively scheduled for Oct. 3. The public is invited to come out and enjoy food, face painting, pony rides, a petting zoo and games, said Jones.

Veterans, senior citizens rally against City's new Vehicle Habitation Ordinance

By DAVE SCHWAB | BEACH & BAY PRESS

Calling the City's new Vehicle Habitation Ordinance draconian, people living in their vehicles — seniors, veterans, the disabled, low-income — rallied in Mission Bay Park on July 17 protesting "poverty apartheid."

At a small but spirited rally, Ann Menasche, senior attorney with Disability Rights California, likened the new VHO to class separation in the former apartheid practices in South Africa.

"[The City] repealed a bad [ordinance] and they made one worse," Menasche said. "They only listened to certain people, and didn't seem to care about other people who support the rights of homeless citizens to live."

Characterizing the City's safe parking lots program as a "boondoggle," Menasche noted, "They didn't figure out what amenities, like hook-ups, that people need in RVs. They're treating them like cars. [Safe lots] are in the worst possible locations, far from where they can legally stay during the day."

In February, the City Council repealed its old VHO after a federal Judge found it unconstitutional and halted all enforcement. The new VHO was approved by City

'[The City] repealed a bad [ordinance] and they made one worse.'

ANN MENASCHE
DISABILITY RIGHTS CALIFORNIA ATTORNEY

Council on May 14 following a backlash from residents complaining of unsanitary conditions and security issues regarding residents residing on city streets. A vehicle is considered inhabited if there is evidence of sleeping, bathing or meal preparation there.

Under the new law, people are not allowed to sleep in their cars from 9 p.m. to 6 a.m., or at any time within 500 feet of homes and schools. Police were "redirecting" vehicle residents to multiple "safe parking places" around the city before issuing tickets.

On July 17, vehicle residents and their supporters spoke out.

Decorated Vietnam veteran Robert Ewing, who lives out of his RV, said: "I'm 65 and I'm just tryin' to survive, get a good night's sleep. I'm not trying to get tied up with the law."

"They are running people out. Qualcomm (safe lot) was a joke. Why don't you help me keep my

motorhome? That's where I live."

Navy veteran Yusef Miller with Interfaith Worker Justice of San Diego County, a national network advancing the rights of workers through unions, worker centers, etc., delivered a strong message.

"Our brothers and sisters who bled and died for our country are sleeping on the streets with nowhere to go," he said. "We fought for America. We are all in danger of being homeless ourselves. This is not me. This is you. This is all of us. This is all of our fight."

Added Miller, "This is America. We fought for everyone to have a livable wage."

Guitar in hand, before leading everyone in singing "This Land is Your Land," "We Shall Not be Moved" and "We Shall Overcome," attorney Menasche said, "They are trying to exclude an entire group of poor people from most City streets, beaches and parks any time of the day or night. They are imposing a 9 p.m. curfew on adults who've committed no crimes. Who is this class of pariahs? They are seniors, college students, veterans, low-income families."

Ralliers in unison chanted, "Housing, not handcuffs."



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NEW DIRECTOR FOR BAHDE CENTER

San Diego Humane Society's new director of Pilar and Chuck Bahde Center for Shelter Medicine brings a decade of veterinary experience to oversee compassionate and effective medical care for 40,000 companion animals this year. Dr. Zarah Hedge, DVM, MPH, DACVPM, DABVP is one of only 28 board-certified shelter veterinarians with the American Board of Veterinary Practitioners.

Most recently, Hedge worked as hospital director at Western University Spay/Neuter Center in Van Nuys. She was also an assistant professor at the College of Veterinary Medicine at Western University of Health Sciences in Pomona. This is also where she graduated from veterinary school.

Hedge will be based at the state-of-the-art Bahde Center for Shelter Medicine at the San Diego Campus, where she will help build a residency program, programs for community cats, community spay/neuter clinics and much more.

VOASW RECEIVES DONATED VAN

Volunteers of America Southwest (VOASW) received a donation of a Nissan 2018 NV cargo van, thanks to a grant from Las Patronas, and support from Lang Nissan in Mission Bay. The new van was unveiled on July 8 at Volunteers of America's Renaissance Facility in National City.

The van will be used to deliver meals to clients in recovery, veterans receiving services and adults in VOASW's mental health facilities.

Taco Surf celebrates 30 years of feeding Pacific Beach

By DAVE SCHWAB | BEACH & BAY PRESS

In 1989 when Cindy and Sam McLarty started out at Taco Surf on Mission Boulevard, they were surrounded by numerous stores including Star Surfing, a clothing store owned by a football player, a metaphysical bookstore, a kite shop and a Boston seafood place.

Thirty years later, all of those business are gone. Only Taco Surf remains.

Asked about their longevity, Cindy answered, "The ambiance. It's just the feeling they get coming in knowing they're going to be dealing with friendly faces from the people who serve them. I've had pretty much the same crew for years."

It doesn't hurt that the name of the restaurant, a block from the beach, mirrors the community.

Co-owner Sam, a lifelong surfer, has nearly 200 surfboards in his collection at home, and on display in his eatery. Surfing is so much a part of the couple's and San Diego's lifestyle, that the McLarty's half-jokingly note it's become an advertising vehicle which they've labeled "surftising."

Cindy said not much has changed in the five years since she and Sam celebrated their 25th business anniversary.

"We've changed one recipe, our



Hundreds of surfboards line the walls and ceiling of Taco Surf.

fried fish tacos," she said. "We now use a dark beer batter and fry the fish individually so they're very fresh."

"Business is still good," said Cindy pointing out their customers are loyal.

"I have people coming in from Arizona on holiday weekends who

stop here first before they've even checked into their hotels," she said. "Quite a few people come back year after year."

Known for its quality Mexican food, Taco Surf carries a full menu, with carne asada being one best-selling item. Chicken tortilla soup is a crowd pleaser, and the

TACO SURF

Where: 4657 Mission Blvd.

Hours: 8:30 a.m. to 10 p.m. daily.

Info: tacosurftacoshop.com, 858-272-3877

restaurant takes \$1 off the dish on rainy days.

Guests can choose between fresh-grilled chicken or shrimp. The eatery has been voted "Best rolled tacos" by San Diego Magazine for its beef, chicken or potato-rolled tacos.

Taco Surf also caters for special events including weddings, birthdays and graduations.

The McLartys worked together with ex-partner David Pairis at Casa Salsa in Chula Vista in 1979. They took over his Pacific Beach location so he could focus on his other store. When they took over they changed the name to Taco Surf Pacific Beach.

The signature PB eatery has become popular over the years with surfers, professionals, young, old, locals, tourists. Customers that came in as kids now bring in their kids (groms).

What of the future?

"My husband and I are 61 and 65 now, and it isn't getting any easier," Cindy noted. "But we plan on being here for another five years if everything all holds up."

POINT » CONT. FROM PG. 1

"Following an extensive evaluation of numerous alternatives, we selected Margaritaville because we believe it is the perfect fit for Paradise Point. The Margaritaville lifestyle brand is synonymous with fun and escapism, as is our property, and we expect a dramatic improvement in financial performance of Paradise Point upon reflagging, consistent with other Margaritaville branded resorts."

Bortz noted the takeover of Paradise Point "marks Margaritaville's first West Coast property, which will allow our resort to target the loyal West Coast followers of the growing globally recognized Margaritaville brand."

"Margaritaville is about relaxation, fun, great food, entertainment and creating memorable experiences," said John Cohlan, Margaritaville CEO. "We look forward to sharing our way of life with visitors to this unique island paradise in San Diego."

Pebblebrook Hotel Trust acquired Paradise Point in 2018. Pebblebrook will assist with the transition along with the resort's current management company, Davidson Hotels & Resorts.

Margaritaville features 18 lodging locations and 24 additional projects in the pipeline with nearly half under construction, two gaming properties and more than 60 food and beverage venues including signature concepts such

'We look forward to sharing our way of life with visitors to this unique island paradise in San Diego.'

JOHN COHLAN
MARGARITAVILLE CEO

as Margaritaville Restaurant, award-winning JWB Prime Steak and Seafood, 5 o'Clock Somewhere Bar & Grill and LandShark Bar & Grill.

A year ago, the 44-acre Paradise Point launched a \$24 million renovation, designed by the award-winning international firm Perkins + Will. The makeover remodeled all of the resort's 462 California bungalow-style guest rooms and included new tile floors and quartz surfaces, updated bathrooms with walk-in showers, new coastal decor furnishings and the latest technology from USB ports to 60-inch high-def TVs.

In 1542, Mission Bay was discovered by Portuguese explorer Juan Rodrigues Cabrillo, who named the area Bahia Falza or "False Bay," because it was not deep enough for ships.

In 1902, city horticulture commissioner George Hall first suggested the Bahia Falza "swamp" be developed into an aquatic park. In 1958, a master plan for the Mission Bay Aquatic Park was approved by the City Council.

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Teacher accused of molesting student was allowed to quietly retire

A Crown Point Junior Music Academy student reported a teacher there had kissed and licked her neck and touched her inappropriately. Instead of firing the teacher, SDUSD allowed him to take sick leave, then retire

By KAYLA JIMENEZ | VOICE OF SAN DIEGO

During a Wednesday afternoon recess in November 2016, a student at Crown Point Junior Music Academy asked her friend if she could keep a secret.

When the friend agreed, the girl told her that a fourth grade teacher, Lou Grande, 62 at the time, had kissed and licked her neck, rubbed her bottom and held her close while they were alone in a classroom together, and had told her not to tell anyone. The next day, the girl and a friend went to the principal's office together to tell school staff about what happened.

That same day, the principal at Crown Point Junior Music Academy asked Grande to come into her office. When the principal told him about the student's report, Grande didn't deny the claims but hung his head and said he'd been having medical issues that had left him depressed and robbed him of his vitality, according to a memo of the discussion written by the district's Human Resources Officer. San Diego Unified released records of the incident in response to a public records request from Voice of San Diego. (Grande later denied the allegations in a letter to the district).

Grande told the principal that his career was over, that he would never see her again and to tell the other teachers goodbye, according to the memo.

Though the memo indicates Grande understood he had committed a serious violation, he also made a request: He'd already been planning to retire at the end of the school year – could he use sick leave to ride out the year, then retire as planned?

San Diego Unified placed Grande on paid leave while it conducted an investigation. It reported the incident to police and to the California Commission on Teacher Credentialing.

In the end, the district did not move to fire Grande but agreed to his initial request. Records show that the district signed an agreement with Grande allowing him



In 2016, a fourth grade teacher was accused of molesting at student at Crown Point Junior Academy.

to use sick leave until the end of the school year, then retire in June 2017. The deal included an agreement that the district would keep quiet about the incident.

Grande did not respond to multiple attempts to reach him from Voice of San Diego.

Though a state law passed in 2014 made it easier for school districts to dismiss teachers and other school staff for egregious misconduct, many still choose to strike agreements allowing problem employees to resign or retire in order to avoid lengthy, costly legal fights.

In allowing Grande to retire, the district insulated itself from a potential legal battle over his employment – but it also ensured a serious allegation of abuse against a young child stayed hidden from potential future employers and the public.

Though the principal noted in her memo on her initial confrontation with Grande that he did not deny the incident, Grande later wrote to the San Diego Unified Human Resources Department

that the student in question had been confused about a harmless interaction.

He wrote that it was common for students to tackle him with hugs each day out in the playground, where he trained students in a running club; he recalled a time when a young boy tackled him with a hug and did not let go; he had to pry the boy off, he wrote.

Grande wrote that students often approached him in the hallways, or in the classroom before, after or during school as a way to say, "thank you," "hello" or "I appreciate you."

He said that was the case with the girl who reported he molested her while they were alone in a classroom.

"A hug with malicious intent would be wrong. It would be unethical, something that I would never think of. I have carefully pored [sic] my heart out to the school and to my students for 22 years, and I would not throw it all down the drain with an improper hug," Grande wrote.

He said the student

"approached me and gave me a quick hug after briefly helping in this class. A thank you hug with absolutely no malicious intent, something she sadly misunderstood."

The girl alleged that in addition to the improper hug, Grande kissed and licked her neck and grabbed her bottom, according to district records. Grande did not address the alleged kissing, licking or groping in the letter.

The district's agreement with Grande includes a clause stating the terms of his departure should remain confidential to the greatest extent possible under the law, with the exception of the California Public Records Act or future legal proceedings.

Maureen Magee, a spokeswoman from San Diego Unified, said in an email that requiring Grande to resign was the most efficient way to terminate his career as an educator.

Magee said the district reported the student's allegations to the state teacher credentialing agency in February 2017 in an effort to

trigger an investigation at the state level. School district administrators are required to report allegations to that agency when an educator's employment status changes due to misconduct.

The California Commission on Teacher Credentialing did not take action against Grande's teaching credential; his credential expired in February of this year.

School administrators also reported the abuse to the San Diego Unified School District Police Department and Child Welfare Services, as required by law. San Diego Unified's police force referred the incident to the San Diego Police Department for further investigation and no charges against him were ever filed, an SDPD spokesman told VOSD.

"In short, the district took every legally viable option to respond vigorously to this incident," Magee wrote in an email.

Terri Miller, president of the group Stop Educator Abuse to End Exploitation, said the deal allowing Grande to retire represents a failure on the district's part.

Miller said agreements that ensure silence for teachers and staff accused of sexual misconduct can open the door to those employees to move to other schools or jobs in education.

Indeed, if Grande had decided to pursue a teaching job in another district or at a private school, San Diego Unified officials would have been obligated under the agreement not to mention the abuse allegation. Without a criminal prosecution or any action taken on his teaching credential, it would have been impossible for potential employers to know about the incident.

"There's so many failures here, and it all results in deliberate child endangerment," Miller said. "It was a choice to not fire him and it was a choice to not get his license revoked before his license expired."

Kayla Jimenez is a reporter for Voice of San Diego. Jimenez can be reached at kayla.jimenez@voiceof-sandiego.org or 619-550-5669.

Kathy's Legacy Foundation donates to SD Humane Society's new domestic violence program

By EMILY BLACKWOOD | BEACH & BAY PRESS

Kathy's Legacy Foundation, a nonprofit that helps children and animals impacted by domestic violence, recently provided a \$20,000 grant in support of the San Diego Humane Society's new domestic violence program. While there is no set launch date and it's still in the planning phase, SDHS vice president for community engagement Stacey Zeitlin said that she hopes this new program

will provide "a formal support system for victims and their pets."

"Victims of domestic violence will often stay in unsafe situations because they don't want to leave their pet behind," Zeitlin said. "We want to make sure that is no longer a barrier for people to get the help they need for themselves and their pets. Seventy-one percent of domestic violence victims reported that their abuser also targeted pets. Often times when animals are being abused, people are being abused too."

Domestic violence victims often have trouble finding support for their pets because many domestic violence shelters don't allow animals. The only other avenue is animal shelters, which is usually not an option for victims because they fear they'll never see their pet again, according to Kathy's Legacy co-founder and executive director Ginny Scharbarth.

"Women typically don't leave situations if they have a pet because they've seen abuse take place and they are aware of what

will be done to the pet if they leave," she said. "It's psychological control [by the abuser] that's preventing them from leaving so they can protect their pets."

Sadly, Scharbarth knows all too well about this need to protect. Her daughter, Kathy Scharbarth, was murdered by an abusive ex-boyfriend in 2011. She left behind a daughter, Madison, and a dog, Lady.

"Lady witnessed the murder," said Scharbarth, who took in Lady and Madison after her daughter's

death. "She herself was a victim of domestic violence."

When it comes to pets who have been impacted by abuse or domestic violence, Scharbarth said that it's essential to not only get them shelter and medical care but to make sure the focus is on reuniting them with their owners once everyone has gotten to safety.

"We don't want to take the pet away. We just want to protect them," she said. "And the victim needs to know the pet is protected so they can leave."

Paddling the past into the present with Surfski

By DAVE SCHWAB | BEACH & BAY PRESS

In 1974 Lance Schmidt was bodysurfing at Crystal Pier when he met an Australia native, Frank Adler, who introduced him to his half-surfboard, half-kayak he called a Surfski.

Immediately impressed, Schmidt and Adler then tried to launch a new American-based company producing and marketing the pre-paddleboard hybrid watercraft. But it never gained traction.

Forty-five years later, after finding his old Surfski buried in mud, Schmidt's trying to bring it back.

Of his recent "reunion" with his vintage watercraft, Schmidt said, "I lost track of it (and Adler) after I gave it to my dad, who had Alzheimer's. My mom thought he'd thrown it out. But my brother was cleaning beneath my dad's house, and found it encased in mud with just the fin sticking out."

After "reconnecting" with his long-lost, multi-use board, Schmidt realized now what he'd realized then: What a rare and special watercraft it is.

"It's deeper and more unwieldy than a surfboard, but it floats a little easier," said Schmidt demon-



Lance Schmidt on his Surfski, the pre-paddleboard hybrid watercraft he tried to market in the U.S.

strating, kayak paddle in hand, with the completely restored Surfski courtesy of his friend, surfboard repairman Joe Roper.

"It's easier to learn (on). You can catch a wave outside more like a

longboard. I can beat anyone long boarding in catching a wave outside. Or, I can take it to the bay and use it as a kayak."

Now, said Schmidt, it's time to bring the Surfski back to life.

Price was one of the issues that beached the Surfski the first time. "It was above market (then), \$400," said Schmidt. "It never really caught on."

But with the right price tag, and

'It's deeper and more unwieldy than a surfboard, but it floats a little easier'

LANCE SCHMIDT
DESCRIBING HIS SURFSKI

proper marketing, the Surfski might just prove to be navigable in financial waters," Schmidt noted. "I think it might sell in the \$1,100 to \$1,200 range," he said, pointing out paddleboards now cost about \$400 to \$800.

Schmidt took his new and improved Surfski out to test drive it for the first time the weekend of July 20-21. "She is seaworthy," he exclaimed after his trial run. "Also, got the green light from my investors to move forward with production of the all new Surfski."

The fiberglass Surfski would have to be made from a wooden mold. "We would fabricate it based on this," Schmidt said.

Who knows, besides possibly being a profitable new business enterprise, the Surfski just might turn out to be historic.

"I believe, after some research, that it is one of the only remaining American-made Surfski's in existence," said Schmidt. "It's a local idea transplanted from Australia that never really took off."

Bringing traditions of Cook Islands canoe making to Pacific Islander Festival in PB

Rarotonga is the largest of the Cook Islands, a nation of 15 islands in the central South Pacific. Volcanic peaks, ridges and rainforest dominate its interior.

For centuries, the only way to travel from island to island was by hand-built canoes called Vaka. It seems that every time man makes advancement in technology an old tradition dies. However, in Rarotoga, there is still one family who produces hand-made canoes carved from trees just like their forefathers.

Jassen Olsen, of Pacific Beach, traveled with his wife Julie this past winter to the Cook Island, on vacation. During his trip there, he came across Auntie and Uncle Tavioni, master Polynesian fabricators of wooden canoes. "We make canoes just like our grand-



Jassen Olsen, of Pacific Beach, works on his Vaka.

a Vakas and those trees should be left alone. I've learned that as much as it's a skill to use the tools to make a Vaka, it's also an art," Olsen said.

Olsen's Vaka will be displayed at the 25th annual San Diego Pacific Islander Festival Sept. 21-22. "I'm excited to show Pacific Beach the old world crafts of this Vaka with other paddler enthusiasts," Olsen said.

"I would encourage anyone if they are looking for a truly culturally enriched experience to consider traveling to the Cook Islands. Never have I experienced such hospitable people who are eager to share their culture and knowledge of their crafts."

parents did," said Auntie.

Olsen, an outdoor enthusiast who has kayaked all over the world, asked if he could be shown this tradition and would they help

him build his own canoe. After some family discussion they agreed.

The six-week process included selecting the right tree. "You just

don't cut any tree down you need to be able to see the finished product in your mind's eye even before you cut the tree. Some trees just don't have what it takes to become

Vacationing Norwegian artist delivers custom drawing to PB customer

By EMILY BLACKWOOD | BEACH & BAY PRESS

To get a piece from Lykketegnning — which translates to "happy drawing" — delivered from Norway to the United States, it typically costs about 150 kroner, or a little over \$18, in shipping. But when Pacific Beach resident Jill Noreen ordered a custom drawing of herself and her two daughters, artist Ingeboerg Sjaaland decided it was best delivered in person.

After all, she was going there anyway. About a year ago, Sjaaland planned a monthlong trip with her husband and two children to explore the United States'

West Coast. It was one of the many perks of leaving her full-time job as a child protection educator working with deaf children to start her own illustration business from home. Her family's first stop was in San Diego, so she made plans to meet up with Noreen and give her the drawing.

"When she made the order, I didn't know she was from San Diego," Sjaaland said. "She wrote in her address, and I was like, 'Oh, I am going to San Diego!' So I can't say I do personal deliveries all the time — though that would be a good service."

"Everything just kind of came into place," Noreen said. "Crazy to

be talking to someone across the world who will be by your house tomorrow."

Sjaaland said she hasn't had many orders from the United States, but hopes that soon will change seeing as how much she's enjoyed her visit so far. During her family's few days in San Diego, they've ridden bikes along Pacific Beach, explored Old Town, got splashed at SeaWorld and tried surfing. Needless to say, Sjaaland will be returning home with a lot of inspiration.

"The sun, the palms, the beaches and I really love American people. You're so polite, and you're so nice and you're so welcoming

for tourists. I think American people are lovely."

No matter where in the world her creativity will spark from — her next West Coast destinations are LA, Las Vegas and the Grand Canyon — the message of her work stays the same.

"It's all about bringing out joy," she said. "I think you have to look for the good things. You have to care for the good things, because there are a lot of bad things happening. And I think the drawings are a lot about that. Which direction do you want to look?"

"Happiness. That's the focus."

READ MORE ONLINE AT sdnews.com



Artist Ingeboerg Sjaaland and Jill Noreen with her custom drawing of her with her two daughters, Kaitlyn and Sophia.

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LIVE MUSIC – Summer Blues Camp for BLUSD

By BART MENDOZA | BEACH & BAY PRESS

One of the reasons San Diego has such a vibrant music community, is the involvement of youngsters, through various community programs, bringing fresh players and audiences into the scene. One such annual event, the annual Summer Blues Camp for BLUSD. (Blues Lovers United of San Diego), will hold a fundraiser at Tio Leo's on July 28. On hand will be a who's who of local blues talent including singer Mercedes Moore, acoustic bluesman Robin Henkel, electric guitarist Lenny "Fuzzy" Rankins and bands such as The Bayou Brothers and 145th Street. Funds raised at this event go directly towards the camps expenses such as venue rentals-instruments-instructors, making this a great way to hear a lot of great music while helping the next generation of musicians.

Summer Blues Camp Fundraiser: Sunday, July 28 at Tio Leo's, 5302 Napa St. 5 p.m. 21 and up. \$10. tioleos.com.

Long running cover band The Siers Brothers performs at the Pacific Beach Summer Concert Series at Kate Sessions Park on Aug. 4. For nearly four decades the band has been entertaining San Diegans with a mix of crowd-pleasing classic rock, calypso, top 40, country and blues. Offering something for just about everybody, with an emphasis on danceable favorites from "Mustang Sally" to "Suspicious Minds," The Siers Brothers are the perfect soundtrack to a Sunday afternoon in the park.

The Siers Brothers: Sunday, Aug. 4 at Pacific Beach Summer Concerts, 5115 Soledad Road. 4 p.m. All ages. Free. pbtowncouncil.org.



Mercedes Moore will perform at the Summer Blues Camp.

It's true the flute doesn't often get much respect. Rarely considered a lead instrument, it's tone is often the icing on a musical piece. However, in the right hands, the instrument can be a powerhouse. Such will be the case on July 27 with a concert featuring two celebrated flautists, New York-based Jamie Baum and San Diegan Lori Bell at Dizzy's. Backed by pianist Leonard Thompson and bassist Justin Grinnell, both Baum and Bell are virtuosos bringing new light to their instrument of choice. This one off musical pairing should find them reaching new heights. **Jamie Baum & Lori Bell: Saturday, July 27 at Dizzy's at Arias Hall, 1717 Morena Blvd. 8 p.m. \$20 (\$10 students). dizzys-jazz.com.**

Country music is having a resurgence in San Diego, thanks to combos such as Barbwire, who appear at Humphrey's Backstage Live, on Aug. 1. Formed circa 2014, the band includes plenty of twang in their sound, particularly singer/guitarist James Holland, but they also stretch out a bit with blues and a bit of rock 'n' roll, all custom built for hitting

the dance floor. Barbwire's most recent single, "Long Hard Ride," takes it's cues from classic road-house country, slotting in well amongst the cover tunes in their repertoire.

Barbwire: Thursday, Aug. 1 at Humphrey's Backstage Live, 2241 Shelter Island Drive. 7 p.m. humphreysbackstagelive.com.

Pat Benatar tribute group, We Belong, performs at Campland On The Bay on Aug. 3. Featuring Debbie and Mike Sierras as Pat Benatar and Neil Giraldo, We Belong has extra authenticity in their sound; they feature an original member of their celebrated group, bassist Roger Capps. Capps played on Benatar's first five albums and such classics as "Heartbreaker," "Love Is A Battlefield," and "We Live For Love," giving We Belong's rhythm section a major boost. Meanwhile Debbie Sierras does a good job with Benatar's vocals making this an excellent representation of an '80s music icon.

We Belong: Saturday, Aug. 3 at Campland on the Bay. 8 p.m. All ages. Free. campland.com.

The 710 Beach Club will be the site of a two tribute band bill on Aug. 3, featuring Musehead, a combined tribute to Muse and Radiohead and the Fooz Fighters, a band that celebrates the music of Dave Grohl and company. Both combos are quite good, but it's hard to beat the Fooz Fighters for sheer energy. They feature a hit-filled set that's sure to have the crowd singing along from the first note, but it's frontman Nicky Rich that makes this group. That they pretty much sound and look like the real thing seals the deal.

Fooz Fighters: Saturday, Aug. 3 at the 710 Beach Club, 710 Garnet Ave. 9 p.m. 21 and up.



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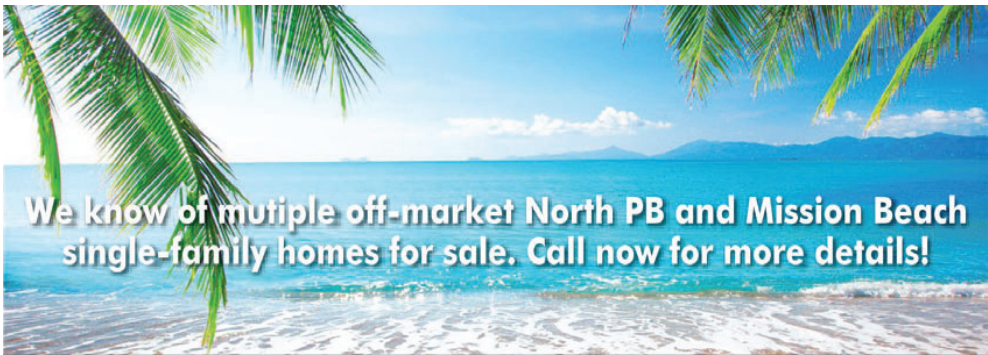
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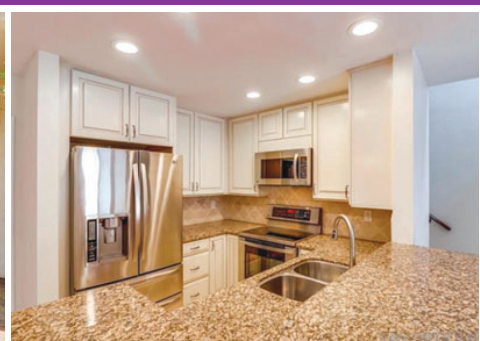
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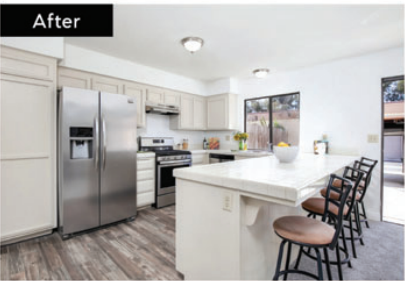
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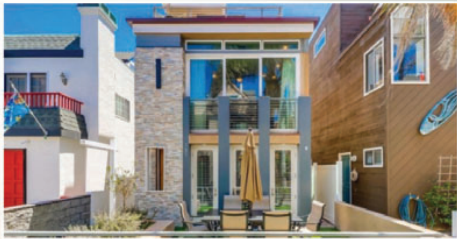
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