

Northern News

NORTHERN SECTION, CALIFORNIA CHAPTER, AMERICAN PLANNING ASSOCIATION

Why Restoring California's Golden Bear Should Mark The 150th Anniversary of the Gold Rush

by Lewis Ames, AICP

MARCH 1997

RECEIVED

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This article completes a *Northern News* trilogy on ecological planning that began with Urban Ecology's *Blueprint for a Sustainable Bay Area*. In February, Chad Roberts called for restoring aquatic ecosystems in urban watersheds. This article briefly summarizes new methodologies to restore and sustain wilderness and in doing so, revisits the link between urban and wild land use planning definitively described by Ian McHarg in his prescient 1967 work, *Design with Nature*. It also asks planners to consider an initiative emerging from these changes: an investigation to restore the ecosystems that will sustain a return of the grizzly bear to California.

Historical parallels between urban and wilderness planning may seem tenuous. In 1890 Congress authorized Chicago as the site of the Columbia Exposition, a milestone in planning history, and Sequoia and Yosemite as national parks. Two years later, when the Sierra Club organized to protect wilderness, the federal government conducted its first survey to publicly measure the problems of urban slums. Closer parallels arose with passage of the strongest environmental legislation in American history including NEPA (1969), the Clean Air Act, (1970) and in 1973, the Clean Water Act, the Endangered Species Act and the Highway Act, the latter calling for the first time the coordination of highway and transit planning by MPOs, a term, like ecology itself, just then entering common parlance.

Today, transportation is just one link between urban and wild land use planning. Large highways through wilderness areas present impassable barriers that fragment habitats. As is the case for some human age cohorts, highway accidents represent the single largest cause of death for most endangered mammals.

Takings disputes, sprawl, and regional cooperation are issues facing both kinds of plan-

ning professionals. However, a comparison of two respective federal laws illustrates a critical difference. Like ISTEA, reauthorization of the Endangered Species Act has been stalled since 1994. A major difference is that unlike ISTEA that further empowered MPOs, increased flexible funding and expanded public participation, wilderness planning has been impaired by two fatal flaws in the ESA itself.

First, people have been slow to recognize that most existing parks and wilderness areas were created for human recreational uses. They are not adequate habitats for most endangered species. Second, while the ESA provides powerful and equitable means for slowing the extinction of already threatened species, ideological pressures have frequently blocked the funds to save the ecosystems upon which the endangered plants and animals depend. Today, it is estimated the federal government appears to spend \$50 million annually on protecting endangered species, less than half the pre-1994 levels.

The rarity of successful protection found in a handful of small mammals benefitting from concerted state programs like the "charismatic" sea otter, proves the rule for the more than 50 species in California, with virtually no plausible recovery program. Despite heroic efforts by the U.S. Fish and Wildlife Service and non profit policy groups, the capacity to react to one species at a time has been failing as political delays first divide and conquer species with diminishing funds and then run out the clock.

Over the last 10 years a more proactive approach has emerged. The Wildland Project is a leading advocate of this new paradigm. Based on the science of conservation biology and embraced by government professionals,

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DIRECTORS CORNER

by Wendy Cosin, AICP

"To Plan or Not To Plan"... with the National APA conference coming up in San Diego... a city without a Planning Department... will that be the question? Find out by taking advantage of having a national conference in a city that is inexpensive to fly to. This is the last national conference in California until 2005 (with Boston, Seattle, NY, New Orleans, Chicago, Denver, and DC in between).

Or have two consecutive nights of Shakespeare (*Hamlet* and *Othello*, to be specific) twisted my perspective? Tragedies full of duplicity and betrayal may not set the best tone for this month's column. On the positive side, even with our political and budgetary constraints, at least things in planning aren't that inauspicious, especially compared with the political intrigue and high stakes (murder... madness) of the time. Maybe through such literary reminders, the contemplation of the source and price of power struggles on whatever level can help us keep our jobs in perspective.

On a more local note, with State Board concurrence, the National APA Amicus Curiae Committee has decided to get involved in *Blackpoint Partnership, L.P. v. City of Novato*, on behalf of intervenors including Marin Audubon Society, Sierra Club, and others. It puts APA in a awkward position of refusing the locality's request that we not participate in the case. In brief, in a stipulated judgment agreed to in a closed session, the City Council approved a master plan for development, including additional rights which were not part of the original application and which could not have been granted through the legislative process. Although the specific details of the Novato case appear to be resolved with the voluntary processing of a new master plan and environmental review, the intervenors and APA decided to become involved in response to the principles at issue. In particular, APA is concerned about the potential effect on the planning profession of the following two perceived trends:

- 1) under-funded local governments being intimidated by litigation and threats of damages when projects aren't approved, and
- 2) the use of pending litigation as an exception to open meeting laws to grant land use approvals without adherence to requirements for public notice, hearing, and environmental review.

One of the goals of APA is to promote good planning. As budget cuts and politics threaten planning departments, it becomes even more important to remind elected officials and the community about the value of planning. Carefully reasoned and worded staff reports are one way of attempting to deflect litigation, however, the use of effective public relations to remind city managers, council members, and citizens of the importance of balanced and ethical planning will allow us to play stronger roles in the future of our communities. One of the APA goals is to do just that.



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Planning Director

City of Chico

Salary: \$53,748-\$71,861

The City of Chico, a progressive university community of 50,000, is seeking a creative, dynamic, and experienced planner and manager to serve as Planning Director. The director, who reports to the Community Development Director, will lead the city's planning division, including a staff of 9 and a budget of \$434,000.

The ideal candidate will have familiarity with all aspects of urban, regional, and environmental planning in an economically and politically complex community. In addition, the successful candidate will be a proactive leader who has effective public speaking and consensus building skills as well as a strong belief in citizen input in the planning process. A bachelor's degree in urban planning or a closely related field is required. An advanced degree in planning, administration, or a related field is preferred.

The salary range is \$53,748-\$71,861. The city provides exceptional benefits including PERS (2% at 55) and management leave.

Brochure available. Submit resume and cover letter with current salary and three work related references by April 4, 1997 to Shannon, Davis and Associates, 1601 Response Road, Suite 390, Sacramento, California, 95815. (916) 567-4280; fax (916) 567-1220.

1997 Cal Chapter APA Conference: Request for Proposals

The Program Committee of the 1997 Cal Chapter APA Conference, set for October 12-15 in Monterey, is seeking proposals for sessions that reflect the "Choices, Challenges, and Change" which planners throughout California must face. General topics the committee is considering include growth management, professional development, sustainability, disaster recovery planning, social equity issues, neotraditional planning, planning management, resource protection, military base reuse, law and politics, transportation planning, community participation, international planning, urban design, and customer service. Discussion is not limited to these topics; the committee will consider other suggestions.

Proposals should identify a moderator and 2 or 3 panelists who can present a variety of viewpoints or experiences on a particular topic. We ask that proposals include an abstract (about one page) which explains the topic to be explored, the goal of the presentation and the format of the discussion. Sessions will be approximately 80 minutes long, including time for discussion. The deadline for proposals is April 11, 1997. Selected moderators, topics, and panels will be notified on or before May 2, 1997.

Proposals should include: your name and organization, mailing address, contact information, proposed topic title, and an indication as to whether you wish to be the moderator and will assemble the panel, a moderator in search of panelists, or simply a panelist.

Please mail or fax the abstract by April 11, 1997 to Kent Edens, Program Committee, City of San Jose, 801 North First Street, Room 400, San Jose, California 95110. Fax: (408) 277-3250. email: kent.edens@ci.sj.ca.us

1997 Northern Section Awards Program

Once again it is the time of year to begin identifying those projects and programs in the Northern Section deserving of professional acknowledgement. If your organization or agency has been involved with a planning effort you feel should be shared with your colleagues, or if you are aware of an individual who has made significant contributions to the planning profession and should be recognized, nominating them for this professional recognition is a simple matter. Application packages and listings of the award categories can be obtained by contacting Wayne Goldberg, Northern Section Awards Coordinator, Department of Community Development, 100 Santa Rosa Avenue, Santa Rosa, CA 95404. (707) 543-3220, (707) 543-3218 (fax). Nominations will be evaluated by a jury and award winners will be acknowledged at the awards banquet, tentatively scheduled for June 27th. The deadline for submitting applications is April 11th. Added incentive: in the past, the Northern Section has been quite successful in having our award winners also acknowledged at the state and national levels.

The Bulletin Board section of the Northern News is intended to provide a forum for individuals to provide the membership with information about events or current topics. If you would like to submit an item for the Bulletin Board section, contact the Newsletter Editor at (510) 540-0655. ▲

Golden Bear... *(continued from page 1)*

academics, and environmental activists, five tenets capture the vision of the project:

- ▲ Locally led, proactive programs are needed to protect whole systems of plant and animal life.
- ▲ Greater attention needs to be given to the economic value of protecting native ecosystems.
- ▲ The scale required to save existing ecosystems is much greater than what is currently designated as wilderness. Purchase of all necessary land is not proposed. In many cases a form of conservation easement and negotiated land use that facilitates animal passage will be needed.
- ▲ We should move to create roadless "core reserves" of 1 to 10 million acres that will take 40 to 50 years to assemble if we start now. Core reserves will be linked by corridors. Buffer zones transition to mixed use.
- ▲ The best measure of successful of ecosystems restoration is the presence of large mammals. By protecting habitat and linkages for such species, perhaps 90% or more of the rare plants, insects, birds will be protected. As one example, the grizzly's need for a large land area represents its highest value as an umbrella species. Its sustainability is an indicator that the large systems on which it depends are safe.

The Wildlands Project is a educational organization that provides support to local ecosystem initiatives. Locally, Mark Palmer, Project Director of Wildlife Alive at Earth Island Institute (EII) in San Francisco is now reviewing the extensive studies and preparations that have been achieved during the last ten years to reintroduce grizzlies in Idaho. Pending receipt of a grant, EII will soon be soliciting conservation biologists to prepare the first feasibility study of reintroducing the grizzly to California. Assuming the study's outcome is positive, a major EIR would be the next step.

Many preservationists have identified the 60,000 acres of the Headwaters forest complex as one opportunity to start a core re-

serve. The complex is near one of the largest remaining roadless areas in the state and has the potential to grow to the 1 million acres needed for a grizzly ecosystem. The area contains one of the last viable populations of coho salmon, a useful precursor for grizzly sustainability. Finally, the area has a significant amount of inventory data about the land, flora, and fauna crucial to reestablishing the plant species on which bears depend.

Contrary to popularized lore, the bear is not innately aggressive toward humans. And further, grizzly bears have one of the lowest reproductive rates among terrestrial mammals. Assuming optimum conditions, a single female has the potential of adding 3.5 females to the population during her average lifetime of 25 years. For this reason alone, the restoration of the golden bear will take a minimum of 40 years to achieve.

The prospect of establishing wildlands large enough for the golden bear to return to California seems impossible at first. Yet recent developments by wildlife planners point to new approaches to achieve wilderness expansion. Experience with expanding the grizzly's territory around Yellowstone suggests that major opportunities for success can be achieved, including accommodations for wildlife preservation from ranchers.

I was inspired to write this article while working on a transportation plan to serve sites and events marking the state's 150th anniversary. I was struck that the state animal will only be a symbolic witness as the flags wave. Ironically, 1999, the middle of the three year long celebration of California statehood, will mark the 75th year since a golden bear was last seen by a road crew in Sequoia National Park. With vision and perseverance, it is possible our children will see the golden bear live here again.

Lewis Ames is a transportation planner at LS Transit Systems, San Francisco. For more information about Earth Island Institute's feasibility study planning California Grizzly Bear restoration, contact Mark Palmer at (415) 788-3666; mpalmer@earthisland.org



JOBS

Associate Planner

City of San Luis Obispo

Salary: \$3365 to \$4136 monthly

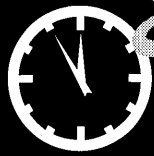
Excellent benefit package including city paid PERS. Position performs a variety of diverse professional planning assignments and provides project management over moderate to large long-term city projects with high visibility. Position is assigned board range of planning assignments from short-term and moderately sized projects to the most difficult and complex projects with great latitude for initiative and independent judgment. Responsibility areas can include advanced planning, general plan amendments, project design, and complex as well as routine current planning projects. This is the experienced, journey level of classification in the professional series. Minimum standards: college degree in planning or related field plus three years of professional experience or equivalent combination. Filing deadline: 5:00 p.m., March 31, 1997. A completed city application plus the supplemental questionnaire must be received in the Personnel Department to be considered for employment. Resumes are welcome but will not be accepted in lieu of a completed city application. For further information, contact Personnel Department, 990 Palm Street, San Luis Obispo, California, 93401-3249. (805) 781-7250.

Senior Planner

City of Berkeley

Salary: \$49,536 - \$58,812 + 7% additional compensation and full benefits

Seeking highly qualified professional planners. Two current openings: environmental planning with thorough knowledge of CEQA; transportation planning. Required: Bachelor's degree with major work in city/regional planning or related field, four years of professional planning experience. Qualifying experience may be substituted for the college coursework on a year for year basis. City of Berkeley application materials must be submitted by 5:00 p.m., March 31, 1997. Call (510) 644-6460 or apply at Personnel Department, 2180 Milvia Street, Berkeley, CA 94704. AA/EOE.



Events

Yosemite National Park's Future: A Timely Spring Fling Event

Northern California Section Planners—mark your calendars for the weekend of April 26th and 27th. Central Section Planners are pleased to invite you to our 2nd annual Spring Fling Event—one of the most interesting and entertaining weekends you may ever experience. We will be meeting/lodging in El Portal, just outside Yosemite National Park. Saturday afternoon will be spent with park representatives touring parts of Yosemite that were recently ravaged by storm waters. Yosemite Park has experienced damage beyond what you could ever imagine. But with disaster comes the opportunity of making improvements through millions of dollars of federal relief funds. See what do park and federal representatives have planned for our states's mountain jewel—if you don't attend you may never know!

This event marks the first state-wide chapter planners exchange event. It is an event that was recently sanctioned by our California Chapter as a desirable event intended to foster and improve relationships among professional planners on a state-wide basis. Let's show Southern California Sections that Northern and Central California is where the action is! Central California planners are looking forward to visiting you in 1998!

Because of the logistics involved with this tour, we are limited to a maximum of 40 persons. That means that reservations are on a first come, first served basis. Reserve by sending a check (payable to CCAPA Central Section) for \$100 per person to:

Bruce O'Neal, AICP, Finance Director, CCAPA Central Section
6273 North Farris, Fresno, CA 93711.

Please include your name, address, and phone number (Please, no children at this event). Reservations will include Saturday night's lodging, Saturday lunch and dinner, and continental breakfast on Sunday morning. We encourage you to consider overnight lodging at either El Portal or Mariposa on Friday night. Upon receipt of your reservations, you will be sent a confirmation, location maps, a listing of Mariposa/El Portal lodges, and a schedule of events. Please direct questions to Rick Ballantyne, AICP, (209) 233-4148. And don't forget to bring your musical instruments, string or otherwise, for a Saturday night "picking" session.





One-Day National Environmental Policy Act (NEPA) Workshops

NEPA is the nation's most comprehensive environmental law applying to federal activities affecting the human and physical environments. The NEPA process for review and evaluation of federal activities requires analysis of alternative actions through preparation of environmental assessments (EA), environmental impact statements (EIS) and supporting environmental studies and has been used as a model by jurisdictions around the world. This course is designed for individuals with all levels of NEPA experience. The course will focus on case studies of federal actions requiring NEPA review and provides practical lessons from the field. Seasoned NEPA veterans share the lessons that they have learned that can help sharpen NEPA skills and approaches to common problems encountered by NEPA document preparers. This one-day credit course, offered through UC Santa Cruz, will be given in Santa Clara on Friday, March 14th. This is the only one-day NEPA workshop available, and the fee is a low \$135 per person.

For more information contact Tanya Doyle at UC Santa Cruz Extension at (408) 748-7380, or to enroll by phone call (800) 660-8639.

NSCCAPA Plans Planning Directors' Seminar

The Northern Section announces a Strategy and Management Leadership Seminar for Planning Agency Directors, to be held on Friday, May 9, 1997 at Scott's in Jack London Square, Oakland.

This intensive one-day seminar is specifically designed for leaders of public planning and development agencies. It fills the gap in our training and experience that often emphasizes functional and technical expertise at the expense of management and leadership development. It deals with both the management of an agency and the management of the environment in which agencies work.

This is a creative, hands-on, interactive seminar where participants will collaborate with peers and seminar leaders to develop creative techniques to apply in their own work settings.

Who should attend: planning directors, community development directors, economic development directors, environmental agency directors, planning department heads of/in state and regional agencies.

For a brochure with more program details and a registration form, contact Wendy Cosin at (510) 705-8108 (WEC1@ci.berkeley.ca.us), Patti Jeffery at (510) 524-7980 (Pjeff85233@aol.com), or Michael Neuman at (510) 548-7500 (mneuman@ced.berkeley.edu).



Associate/Senior Planner

University of California

Salary: \$40,300-\$55,400 (mid-point)

The Planning and Design unit, University of California Office of the President, is looking for a qualified planner to develop and update policy and provide assistance to campuses in the areas of CEQA compliance, university physical and long-range development plans, and general land use planning. Review, revise, and prepare environmental reports; assess campus capital projects, design, site plans, and master plan feasibility studies; prepare staff reports, web page, quarterly newsletter, project monitoring reports, technical database, and training documents; respond to planning, design, environmental and related project issues raised by public and external agencies; monitor and respond to proposed legislation and regulatory changes in the above areas; and provide general and technical assistance for planning new campus. Qualifications: Education and experience equivalent to a Bachelors Degree in City Planning, Architecture, or other Planning/Environmental fields and related professional experience. Must have previous experience in taking major role to accomplish planning projects under direction, and ability to independently accomplish planning tasks. Exceptional writing and communication skills essential. Masters Degree or equivalent in Planning or a related field required for Senior Planner. Send resume to UCOP Employment #2-11, 300 Lakeside Drive, 9th Floor, Oakland, CA 94612-3550 or fax (510) 987-0894. AA/EOE.

by Robert Piper, Ph.D.

An Upcoming Transportation Controversy in Alameda County

In June or November 1998 voters in Alameda County will vote on a ballot initiative to extend the Measure B sales tax. Measure B was an initiative passed by voters in 1986 imposing a one-half cent increase in the County sales tax to fund certain transportation projects and programs. The Measure B sales tax will expire in 2002.

There promises to be a two-part struggle to extend the tax. First, decisions must be made how to spend the money, now about \$100 million per year and expected gradually to increase. Second is to persuade the electorate to approve the resulting package, probably by a two-thirds vote. The spending package will be put together by an Expenditure Plan Development Steering Committee. The Steering Committee is made up of elected officials representing the Alameda County Transportation Authority, the entity established to implement Measure B, and the Alameda County Congestion Management Agency. The committee has launched a public outreach program including focus groups, telephone interview polls and the like. The package design will result from political trade offs but everyone understands that the result must be one that voters will endorse.

The original Measure B was dominated by roadway projects: capacity expansion and maintenance. Included were the widening of I-880, Highway 84, and Route 238 and various interchanges such as 580/680 and 13/24. The unrealized promise was congestion reduction. 17% went to BART extensions that environmentalists say facilitate sprawl development in east county. About 14% went to AC Transit and paratransit. Many of the projects cost more than anticipated and will not be finished with available funds. The battle lines are forming. Development interests are already pitching a wish list of highway expansion projects. The purported goal is congestion relief but a by-product would be eased access to undeveloped land. Constituents will pressure every mayor to grab some of the bacon to lay pavement locally. There will a push to extend the unfinished Measure B projects.

Environmentalists offer a different agenda. They oppose subsidizing motorists on the basis that such subsidies are economically inefficient, environmentally destructive, and socially divisive. They argue that times have changed since 1986; that people increasingly understand we cannot pave our way out of gridlock; and that new priorities are in order. They believe that Measure B Reauthorization should focus on alternatives to single occupant vehicle (SOV) travel. They seek to rescue local transit agencies from funding crises. In particular, AC Transit should modernize and expand rather than cutting service and raising fares. Paratransit needs money to meet post-1986 Federal ADA requirements. Local governments need to replace money lost to Proposition 13 and state cutbacks for maintenance of existing infrastructure.

The choices will influence how the county grows. The chasm between environmentalists and highway boosters is wide. If voters reject Reauthorization, where will the money come from to fill potholes, resurface streets, replace culverts, redo sidewalks, and so forth? How will the elderly and other transit dependent get around if AC Transit further reduces service? These are vital concerns in addition to the plight of commuters stuck in highway traffic. All elected officials should be apprised of the issues and of the challenge in finding a package that two thirds of voters will support.

Robert R. (Bob) Piper, Ph.D.

(510) 848-4134

(Commentary section continued on page 6)

The Commentary section of the newsletter is intended to provide a forum for members to express their views relative to planning related topics, or to express an opinion relative to articles printed in this newsletter. If you would like to submit an article, contact the Newsletter Editor at (510) 540-0655.

COMMENTARY

by Paul H. Sedway, AICP

Carol Williams's recent review of Margaret Azevedo's *Environmental Overdose* does the book an injustice. Ms. Williams contends that incorporating environmental policies and guidelines into the general plan, as Ms. Azevedo proposes as a substitute for an admittedly flawed environmental impact reporting process, would lead to a new bureaucracy and impair local governments' ability to respond to its own planning conditions.

The need for stronger enforcement of the state planning law is indisputable. However, Ms. Azevedo's general plan proposal should be viewed on its own merits, and not by creating a straw man to attack. Even if a new state agency were created, it is far from certain the results would be detrimental. I am familiar with the operations of the two agencies which help implement the most far reaching statewide planning laws in the country—those of Oregon and Florida. These laws clearly have helped to improve the physical and environmental quality of both states, and, contrary to Ms. Williams's expectations, these "bureaucracies" have been effective in assuring that local governing bodies really do confront their own responsibilities.

In any case, a new state agency is not necessarily required. With suitable guidelines (likely a fraction of CEQA's length), enforcement of new and more environmentally rewarding general plan provisions could be undertaken exactly as is the California Environmental Quality Act today, through awareness by public officials and staffs, and by the vigilance of citizens, through the ballots, the courts, and the press.

REARVIEW

by Martin Jacobson, AICP

This is in response to Steve Mattarazzo's complaint of not enjoying the luxury of an assigned parking space for his BMW at the Santa Cruz County Government Center during his tenure with the county planning department.

If Steve had only explored the options, he would have discovered simple solutions to his discomfort. His first option was public transportation. Santa Cruz Metro has conveniently located a bus stop within 50 feet of one entrance to the Government Center (bus passes are free to county employees). Alternately, Steve could have participated in the County-operated carpool program. Under this complementary service, Steve would have enjoyed a parking space near the front of the Government Center! A privilege not available to many execu-

tive managers. And there's no waiting list for those premium spaces. Of course, sharing a ride to work with a colleague has its own set of problems, such as disagreements over radio stations selection and coffee stains on the Rocaro seats.

Efforts to reduce traffic congestion and air pollution benefit the entire community—a goal that all good professional planners can recognize and promote. Get with the program, Steve.

By the way, General Services is requesting back payment in the amount of \$11.75 per month for the period of time from the date of your resignation to the present for failure to inform them of the change in your employment status.

Martin Jacobson is the Principal Planner and Development Review Manager for the County of Santa Cruz.



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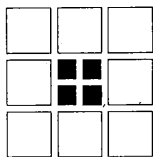


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NORTHERN SECTION CALENDAR

March

- 6 NSCCAPA Board Meeting, 6:00 p.m.
- 14 UCSC Extension NEPA Workshop
- 15 AICP Exam Prep Workshop

April

- 3 NSCCAPA Board Meeting, 6:00 p.m.
- 5-9 APA National Conference, San Diego
- 11 Deadline for proposals for CCAPA Conference
- 11 Deadline for NSCCAPA Award Nominations
- 26-27 Yosemite Spring Fling Event

May

- 1 NSCCAPA Board Meeting, 6:00 p.m.
- 9 NSCCAPA Planning Directors Seminar

MARCH

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NSCCAPA Board meetings are held on the first Thursday of the month at the Berkeley Permit Services Center, 2118 Milvia Street, one block west of the Berkeley BART. The Board welcomes your attendance and encourages your participation in the organization. For more information, contact Wendy Cosin at (510) 705-8108; (wec1@ci.berkeley.ca.us)

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