King County International Airport Boeing Field

Fence line Replacement -NW Boeing field, Rosso Site.
Working group Charter and Operating Guidelines –

Background and purpose

The airport owns a fence line that abuts Ellis Avenue, S. Albro Pl, S. Hardy St and S. Elizabeth St. The security asset is at end of life and deteriorated with excessive damage and gaps that cause a security issue for the airport.

The fence line faces the Georgetown neighborhood and the City of Seattle is planning for a shared use pathway project that will also be along this portion of the airport's boundary. The Airport intends to replace this fence line for security purposes and sees this as an opportunity to make an outward facing improvement for the Georgetown community. The airport desires input from the neighborhood on the look and feel of what we install that faces outward to the community but still meets our security needs for a visual deterrence and physical deterrence to would be trespassers on airport property.

Examples of input may be:
- good local and natural buffers low to the ground, hearty, low maintenance.
- local material sources or fabricators
- color palette selections
- stone & metal texture and pattern selections
- view shed locations along perimeter of fence line.
- panel orientations.

Note these are just a few examples and all may not be part of the preferred installation option.

Project goals:
- Replace the fence line and deliver a project that meets the airport's security needs and contributes to improving the neighborhood look and feel. The security components/requirements for the airport are essential and governed by federal regulations, but the airport wishes to participate in what ways we can as part of the Georgetown community.
- Deliver a project to help preserve/improve the current viewshed from this location. Points that are in line of sight at this location include the runway, landing and departing aircraft, Mount Rainier, and the Georgetown Steam Plant.
- Deliver a project that will not create more overnight and long-term vehicle/people parking in the area and is consistent with current County and City policy.

This charter is presented to include information on the working group scope, participation, and operating guidelines. In addition, the meeting plan serves as a reference for all working group members throughout the process. The perimeter security fence must be constructed this season, as excavation for fence posts in the wet season is very difficult with the high water table on the airport, so it is of great importance that the collaboration with Georgetown residents be efficient, and that decisions be made soon.

King County Community Engagement Continuum
King County International Airport follows the best-practice guidance from the King County Office of Equity and Social Justice's Community Engagement Guide for this project. Based on the Community Engagement Guide, there is a range of engagement with the community depending on the project. The level of engagement will depend on various factors, including project goals, time constraints, and capacity or other resource constraints.

This project falls under the **County Engages in Dialogue** level of engagement. KCIA will engage community members to shape the landscaping priorities and plans.
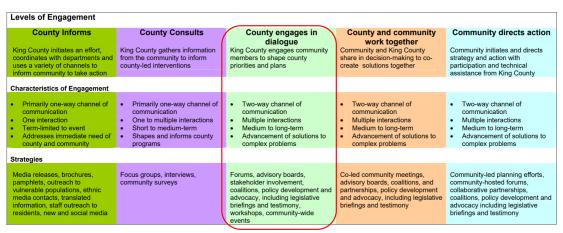

Levels of Engagement

County Informs	County Consults	County engages in dialogue	County and community work together	Community directs action
King County initiates an effort, coordinates with departments and uses a variety of channels to inform community to take action	King County gathers information from the community to inform county-led interventions	King County engages community members to shape county priorities and plans	Community and King County share in decision-making to co-create solutions together	Community initiates and directs strategy and action with participation and technical assistance from King County

Characteristics of Engagement

• Primarily one-way channel of communication • One interaction • Term-limited to event • Addresses immediate need of county and community	• Primarily one-way channel of communication • One to multiple interactions • Short to medium-term • Shapes and informs county programs	• Two-way channel of communication • Multiple interactions • Medium to long-term • Advancement of solutions to complex problems	• Two-way channel of communication • Multiple interactions • Medium to long-term • Advancement of solutions to complex problems	• Two-way channel of communication • Multiple interactions • Medium to long-term • Advancement of solutions to complex problems

Strategies

Media releases, brochures, pamphlets, outreach to vulnerable populations, ethnic media contacts, translated information, staff outreach to residents, new and social media	Focus groups, interviews, community surveys	Forums, advisory boards, stakeholder involvement, coalitions, policy development and advocacy, including legislative briefings and testimony, workshops, community-wide events	Co-led community meetings, advisory boards, coalitions, and partnerships, policy development and advocacy, including legislative briefings and testimony	Community-led planning efforts, community-hosted forums, collaborative partnerships, coalitions, policy development and advocacy including legislative briefings and testimony

Table 1: Community Engagement Continuum; Community Engagement Guide, pg. 3 [LINK]

Work group objectives and goal
Collaborate on the design to meet the Airport and neighborhood shared objectives.

- Take a more holistic approach to the site and airport perimeter fence.
- Install something that is not a detractor to the neighborhood.
- Don't let the fence alone drive the look and feel of the future pathway trail in this area.
- The overall fence replacement project should help contribute to the corridor as welcoming and inviting.
- Preserve clear lines of sight through the fence line for people who want to see the Airport and other points in line of sight.
- Incorporate green materials.
- Investigate a greater setback for the fence. The airport is moving the fence back 10 feet now versus the original plan of a 2-foot setback from the property lines. It is hoped that this will allow for a balance of security and civic beauty
- Include plantings consistent with approved airport plantings to help with Air Quality.
- Generate three alternative concepts with community group member input, solicit feedback from the Georgetown neighbors on those alternatives and select one for recommendation to the Airport.

The group will provide meaningful input on design and layout, materials used, and will review schematic design documents, attend team meetings, and will distribute information to other tenants and community members. The group's feedback will be considered by the Project Team and may be incorporated into the design.

Membership and Group size

Group is a combination of Project team members, three, and neighborhood volunteers, up to four, from the Georgetown neighborhood. The Group is being convened specifically to consider the Fence line improvement. The group will work to review and understand the scope of the issues, potential solutions, and impacts of these options to the airport and surrounding neighborhood.

Group Member	Affiliation	Interest
Raleigh Salazar	King County International Airport	Project Manager
Aaron Ison	King County International Airport	Security Lead
Jacob Sill	AECOM	Project Designer
Andrew Schiffer	GTCC	Neighborhood Representative
Chanae Nielsen	GTCC	Neighborhood Representative
Tim Neil	GTCC	Neighborhood Representative
Christopher Saenz	GTCC	Neighborhood Representative
Rosario Maria	GTCC	Neighborhood Representative

Meeting Protocols
Commitment to all meetings
Attendance and Assignments
Responsibility for sharing information with the larger group and reporting back to the working group in a timely fashion.

- Meetings will be convened and led by the Airport Project Manager and actively managed by the Project Manager to ensure that discussions are consistent with the working group charter and that input, findings and alternatives are advanced in a timely manner. We anticipate 4 work group meetings to accomplish this work and will schedule them appropriately for community team members to attend. The meetings will be spread over June and July 2021.
- Members will establish meeting ground rules with the team's facilitator and agree to abide by them.
- Members will make their best effort to attend all meetings and notify the PM in advance if unable to attend. Meetings will be scheduled in advance based on best availability. Remote participation by phone/web conference will be the main method of communication.
- Come prepared to participate.
- Meetings will begin and end on time. If agenda items cannot be completed on time, the group will decide if the meeting should be extended or the discussion continued at the next scheduled meeting.

Communication
- Members are expected to share information with their organizations, community members, and/or constituents and gather information from their constituents to help inform discussions and recommendations.
- Members will not take actions or discuss issues in any way that undermines an open and transparent process.
- Members are asked to be respectful of confidentiality concerns and to only distribute documents that are explicitly identified for public distribution.
- Staff and community team members will respond to all member inquiries in a timely manner.

Process considerations
All members will be encouraged to take a proactive approach to this process and upholding this charter, to look for creative solutions rather than problems, and to effectively engage and represent their community.

Consensus on issues is not a necessary outcome. The project team will work to understand the range of issues and opinions on alternatives and areas of agreement amongst stakeholders. All significant concerns and interests brought forth in working group meetings will be reflected in meeting summaries and communicated to the Project Team. The Project Team and King County will incorporate preferences identified by the working group to the maximum extent practicable throughout the project lifecycle.