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## **Circulation & Connections**

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*The following guideline is important to consider in terms of public safety or the perception thereof:*

- *Pathways define traffic/pedestrian movement. Buildings brought up to the public right-of way help define these movements. Trees and/or planting strips shall be used for separating vehicles and pedestrian movements as well as providing a secure and pedestrian friendly environment.*

**RESPONSE:** The Fire Station 41 project establishes clear and safe circulation patterns for both vehicles and pedestrians, consistent with the principles of the Camas Design Review Manual. The site design brings the primary building frontage to NE 4th Avenue, reinforcing the public streetscape and clearly defining pedestrian movement along the right-of-way. The main public entry is oriented toward the sidewalk, ensuring that pedestrian access is direct and legible.

Vehicular circulation is designed around the functional needs of emergency response. Apparatus bays are positioned with direct access to NE Everett Street and NE 4th Avenue, allowing safe and rapid deployment of fire vehicles while minimizing conflicts with pedestrian routes. To enhance safety and comfort, pedestrian walkways are separated from vehicle circulation areas by landscaped buffers, planting strips, and street trees. These elements provide both a physical and visual separation that defines movement corridors and creates a secure, pedestrian-friendly environment.

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## **VII. CAMAS DOWNTOWN DESIGN MANUAL**

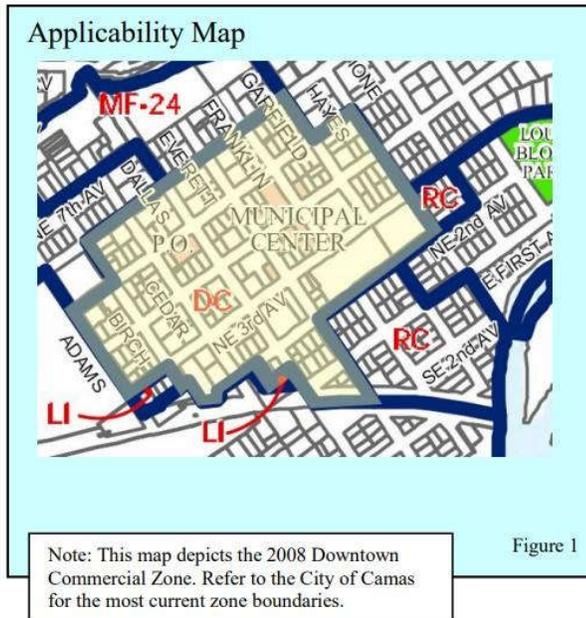
### **B. PURPOSE**

*The Downtown Design Manual is intended to provide guidance for new development and redevelopment within the existing downtown core. This type of development is further expected to:*

- 1. Achieve the goals and objectives of the City of Camas Comprehensive & Capital Facilities Plan;*
- 2. Enhance livability, environmental quality and economic vitality with a mix of uses downtown;*
- 3. Maximize efficient use of public facilities and services;*
- 4. Create a safe, attractive, and convenient environment for a variety of uses including living, working, and recreating with retail businesses on the street level and housing/office units on upper levels;*
- 5. Encourage economic development in the area by creating an environment that attracts a broad and diversified consumer base to the downtown core;*
- 6. Encourage an economically viable atmosphere that will attract new business to the downtown core.*
- 7. Encourage sustainable development practices.*

## C. APPLICABILITY / GENERAL REQUIREMENTS

1. The provisions of this section shall be applied to public spaces and private parcels located within the City of Camas downtown commercial zone. (Refer to Figure 1) The boundary is intended to include both sides of the street.



2. Private parcels shall be required to implement the improvements identified within this section for:

- (a) all new uses;
- (b) all changes of use;
- (c) the expansion of any building or development as defined in Camas Municipal Code (“CMC”) Section 18.18.020(A) exceeding twenty percent of the existing floor or site area, or any one thousand square foot addition or increase in impervious coverage thereto, whichever is lesser.

3. The following activities are exempt from the requirements of this section.

- (a) Routine or emergency repair or maintenance of public or private buildings, structures, landscaping or utilities;
- (b) Interior remodeling.

4. If the requirements of the Downtown Design Manual conflict with other regulations, the more stringent of the two shall apply.

5. All work associated with the implementation of the Downtown Design Manual on private parcels shall be constructed and maintained by the land owner, unless otherwise noted.

6. All required improvements shall be subject to Design Review (CMC 18.19) prior to building permit issuance. In addition, projects may be subject to Site Plan Review (CMC 18.18) prior to building permit issuance. Project proponents are urged to contact the City

*of Camas for all required approval processes.*

**7.** *All work shall be completed in accordance with City of Camas Municipal Code.*

**8.** *Refer to Appendix B for a Required Elements Matrix. Note: This map depicts the 2008 Downtown Commercial Zone. Refer to the City of Camas for the most current zone boundaries. Downtown Design Manual Page 5 of 26 Planting Design Example Figure 2 9. Standards, materials, finishes, and colors specified within this manual, and the attached appendices, may be substituted with other similar elements with review by the Design Review Committee and approval by the City of Camas decision maker.*

**RESPONSE:** The Fire Station 41 proposal complies with the purpose and applicability standards of the Downtown Design Manual. The project achieves the goals of the City’s Comprehensive Plan by redeveloping an underutilized parcel within the downtown core into an essential public safety facility that enhances livability and community vitality. The station design incorporates sustainable development practices, efficient use of public infrastructure, and a pedestrian-oriented frontage consistent with the mixed-use character of downtown.

As the site is within the Downtown Commercial (DC) zone, all applicable standards of the Downtown Design Manual have been applied to the development, including building orientation, landscaping, frontage improvements, and integration with the surrounding streetscape. Improvements are subject to design review under CMC 18.19 and site plan review under CMC 18.18, both of which are addressed through this application. The project’s compliance ensures a safe, attractive, and compatible public facility that contributes to the long-term economic and environmental goals for downtown Camas.

## **D. STREETSCAPE ELEMENTS**

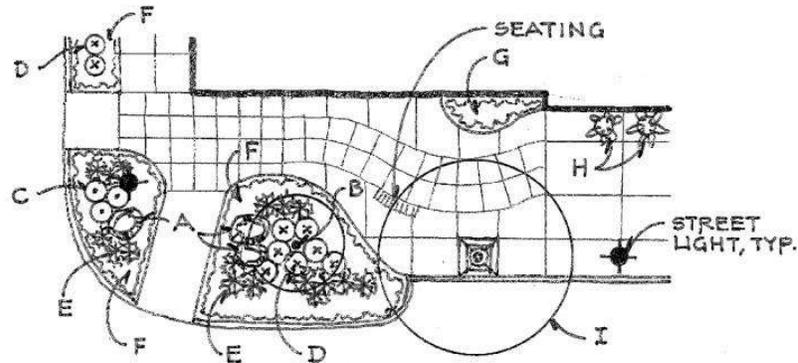
*The Downtown Design Manual is intended to provide a high degree of landscape amenities, tree lined streets, attractively landscaped frontages, screening of service areas, street furnishings, and pedestrian areas as part of a unified design.*

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### **1. Planting Design**

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*(a) On-site plantings that abut the public right of way shall provide multiple layers of plantings, including canopy trees, understory trees, shrubs and groundcover. Seasonal interest is encouraged to be enhanced through the use of plant materials that provide seasonal color, fragrance, and specimen plant materials. Refer to Figure 2 for a planting example.*



- A OPTIONAL BOULDERS
- B SMALL ACCENT TREE
- C LOW EVERGREEN SHRUBS
- D LOW OR MEDIUM EVERGREEN SHRUBS
- E PERENNIALS
- F ORNAMENTAL GRASSES AND/OR GROUND COVER
- G PLANTER POCKET WHERE PRACTICAL W/ ESPALIER & ANNUALS
- H FLOWER POTS
- I STREET TREE

Planting Design Example Figure 2

**(b)** Landscape materials shall be installed per Appendix D. Landscaping should not exceed 30" high on corners.

**(c)** Hanging baskets shall be installed so that the bottom of the basket is a minimum of 80 inches (6'8") above the finished grade of the public sidewalk. An exception to this is provided when an effective barrier such as a raised planter box, potted plant, or other physical barrier is located on the ground in such a way as to effectively mitigate a hazard created by the hanging basket.

**(d)** All plant materials shall meet or exceed specifications established by the American Association of Nurserymen for nursery stock, and be suitable for the climatic conditions encountered in Camas, Washington.

**(e)** A landscape maintenance plan per the American Association of Nurserymen's standards, and approved by the City of Camas, shall be recorded as a covenant on the project parcel for landscaping located on private property,

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## 2. Irrigation Design

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**(a)** All landscape plantings shall be irrigated with an automatic, underground irrigation system designed with water conservation in mind. Utilization of techniques such as separate water zones based on soil type, sun exposure, and plant water requirements are encouraged. Hanging baskets and individual planter pots may be hand watered. All irrigation materials located within the public right-of-way shall utilize the materials and construction techniques as listed in Appendix D and the City of Camas Design Standards Manual.

### 3. Street Trees

**(a)** Trees selected for use as street trees shall be long-lived species possessing qualities suitable for an urban streetscape including branching characteristics, rooting characteristics, disease resistance, and nonfruiting. Street Trees shall be selected from Appendix “C” or the Camas Design Standard Manual (This manual is available online at <http://www.ci.camasa.wa.us/pworks/engforms.htm>).

**(b)** Street trees shall be a minimum of 2-inch caliper, fully branched, and staked at the time of planting.

**(c)** Street Trees shall be maintained to provide eight feet of clearance area under the canopy at the sidewalk and 10 feet of clearance at the street, per Figure 3.

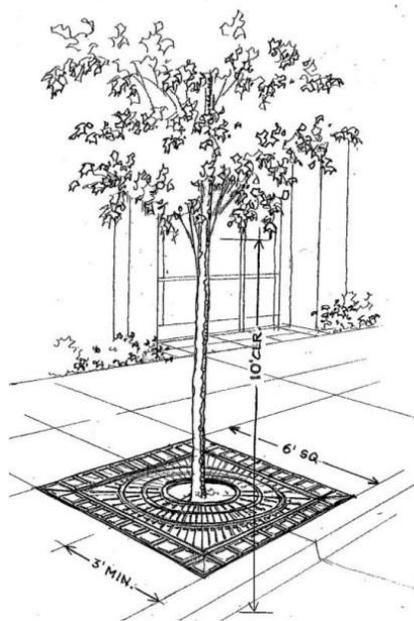


Figure 3 – Street Tree Placement

**(d)** Street trees shall be planted on all street frontages at minimum 30 feet on-center spacing, as measured along the abutting curb.

**(e)** Street trees shall be placed a minimum of two and one-half feet from the back of the curb as measured from the center of the tree, unless otherwise specified by the City of Camas decision maker, per Figure 3.

**(f)** Street tree planters shall be covered with American with Disability (“ADA”) accessible tree grates that are a minimum of six feet by six feet, street tree placement shall not impede pedestrian access and shall allow for a minimum six foot path of travel (the ADA accessible tree grates may be placed within the path of travel to meet these specifications).

**(g)** A limited tree grate exception may be granted for instances where street trees must be placed in planter beds. Such planter beds must be at least twice the size of a standard tree grate tree planter, must be landscaped per this section, must be irrigated per this section, and must allow for a minimum six foot path of

*travel.*

*(h) Street trees shall be irrigated per Appendix D.*

*(i) Street tree planters, where allowed, shall include root barriers.*

**RESPONSE:** The Fire Station 41 project complies with the landscaping, irrigation, and street tree requirements outlined in the Downtown Design Manual, while enhancing the downtown streetscape with cohesive civic improvements. The site and landscape plans incorporate multiple layers of plantings adjacent to the public right-of-way, including canopy trees, shrubs, and groundcover, to create visual interest, seasonal variation, and a unified streetscape character. Plant materials are selected from approved species lists and emphasize fire-safe landscaping, using rock mulch and fire-resistant plant species to ensure long-term durability and low maintenance.

All landscaped areas are supported by an automatic underground irrigation system designed for water conservation, with separate water zones for differing plant needs. Irrigation extends to street trees and right-of-way plantings in accordance with Appendix D of the City’s Design Standards Manual.

Street trees are provided along all frontages at approximately 30 feet on center, meeting the required 2-inch caliper minimum at planting, with 8 feet of sidewalk clearance and 10 feet of street clearance. Tree grates and ADA-compliant planter details preserve a minimum six-foot pedestrian path of travel, and root barriers are included where required.

The project further enhances the public realm by reinstalling the existing decorative light fixtures that support seasonal hanging planters, and by adding black metal benches and picnic tables matching those used along NE 4th Avenue. A new flagpole will be placed in the landscaped frontage as a civic focal point, and detailed concrete scoring will extend the decorative plaza south to NE 3rd Avenue, creating a continuous pedestrian connection between blocks.

Together, these landscaping, irrigation, and streetscape features establish a pedestrian-friendly, attractive, and sustainable frontage that fulfills the Downtown Design Manual’s intent and reinforces the cohesive civic identity of downtown Camas.

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#### **4. Hardscape Elements**

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*Hardscape Elements provide a high degree of pedestrian amenity that encourages outdoor social interaction, promotes a sense of place, and public security. The introduction of hardscape elements such as natural stone, sculpture, water features, drinking fountains, decorative sidewalks (e.g. scored concrete, colored concrete, pavers, etc.), enhanced paving, accent lighting, site furnishings, recreational facilities, and the like are strongly encouraged.*

**(a) Furnishings**

**(1) Furnishings shall consist of benches, drinking fountains, trash receptacles, and bike racks. Furnishings shall be placed such as to not impede or constrict**

*pedestrian movement or ADA Accessibility. Outdoor seating associated with a food or beverage business may be authorized in accordance with Appendix “E”.*

*(2) Benches shall be placed within the public sidewalk, private parcels, pocket plazas and parks to encourage social interaction and extend the length of stay in the area. At a minimum one bench should be located on each side of a city block. Where opportunities exist to locate more than one bench, benches should be orientated toward each other to encourage social interaction.*

*(3) Drinking fountains shall be ADA accessible.*

*(4) Trash Receptacles shall be placed within the public sidewalk, pocket plaza, and parks to encourage public sanitation and a litter free environment. At a minimum one trash receptacle should be located on each side of a city block near the midpoint of the block. Uses that generate a high potential for immediately disposable trash such as take out restaurants are strongly encouraged (unless otherwise stated) to locate a trash receptacle within the frontage of their establishment.*

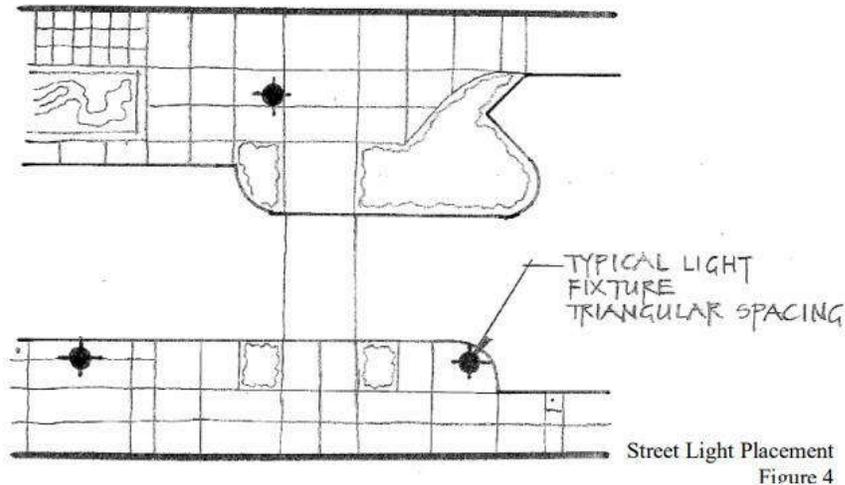
*(5) Bike racks shall be placed within the public sidewalk, pocket plaza, and parks to encourage multi modal transportation and pedestrian safety. At a minimum one bike rack should be located on each side of a city block near the midpoint of the block. Uses that generate a high potential for bike parking such as arcades and movie theaters are strongly encouraged (unless otherwise stated) to locate a bike rack within the frontage of their establishment.*

*(6) Water features are encouraged. Upon review by the Design Review Committee, and approval by the City of Camas decision maker, placement of a water feature may be in lieu of some (or all) of the required elements for a particular parcel. The Design Review Committee shall determine which streetscape elements may be substituted by the water feature.*

*(7) Public art is required to be provided at one percent of construction cost. Upon review by the Design Review Committee, and approval by the City of Camas decision maker, placement of a permanent public art display may be in lieu of some (or all) of the required elements for a particular parcel. The Design Review Committee shall determine which streetscape elements may be substituted by the public art.*

**(b) Street Lighting**

*(1) Themed ornamental street lighting shall be located along the public right of way. Street lights shall be located utilizing a triangular spacing per Figure 4. The street light (with hanging plant bracket) shall be the City of Camas approved downtown street light.*



*(2) Every lot will not be required to place a streetlight. Street light spacing will dictate those lots required to place street lights. The City of Camas decision maker shall review and approve proposed street light spacing.*

**RESPONSE:** The Fire Station 41 project introduces a coordinated suite of lighting and streetscape improvements designed to enhance pedestrian comfort, reinforce downtown continuity, and meet City of Camas lighting standards. The proposed site and frontage lighting conform to City of Camas standards and intent.

Street lighting along NE 3rd Avenue will utilize cobra-head fixtures meeting the current City standard (Autobahn ATBS or equivalent), per Public Works direction (Carothers email dated October 10, 2025). Existing ornamental acorn-style fixtures along NE 4th Avenue will be retained or carefully relocated in coordination with the City to preserve the established downtown aesthetic and ensure consistent spacing and illumination levels.

All on-site lighting fixtures are full-cutoff, no-uplight luminaires consistent with Illuminating Engineering Society (IES) recommendations and dark-sky principles. The photometric plan demonstrates safe, uniform illumination across drive aisles, sidewalks, and pedestrian areas without excessive brightness or off-site light spill. There are no prescribed minimum or maximum foot-candle levels in Camas Municipal Code, and the design achieves a balanced, pedestrian-scale level of visibility appropriate for both public safety and neighborhood context. Together, the combination of City-standard cobra-head streetlights, retained acorn fixtures, and full-cutoff on-site lighting creates a unified and efficient lighting system that enhances safety and walkability while complementing downtown Camas's established civic character.

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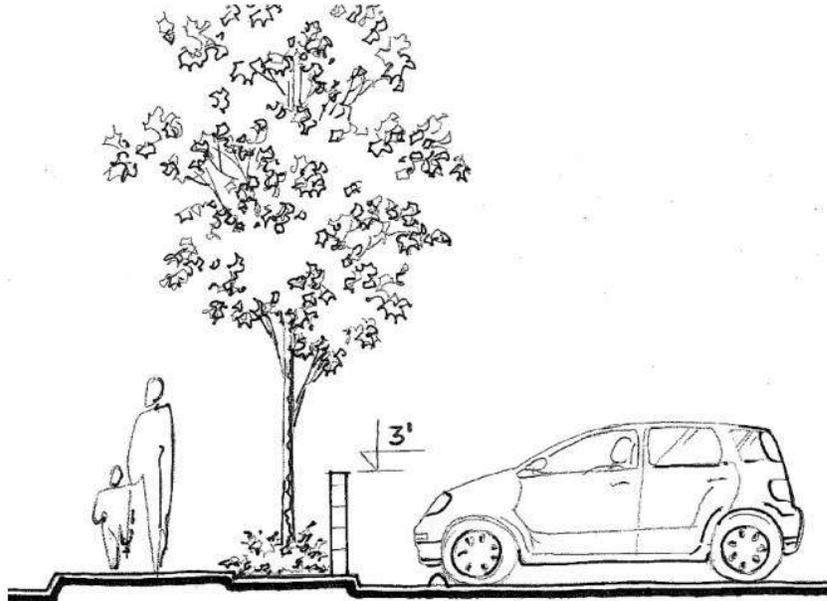
## **5. Screening Standards**

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*Screening shall be utilized to obscure views of service, parking, and trash collection areas from view from the public right-of-way.*

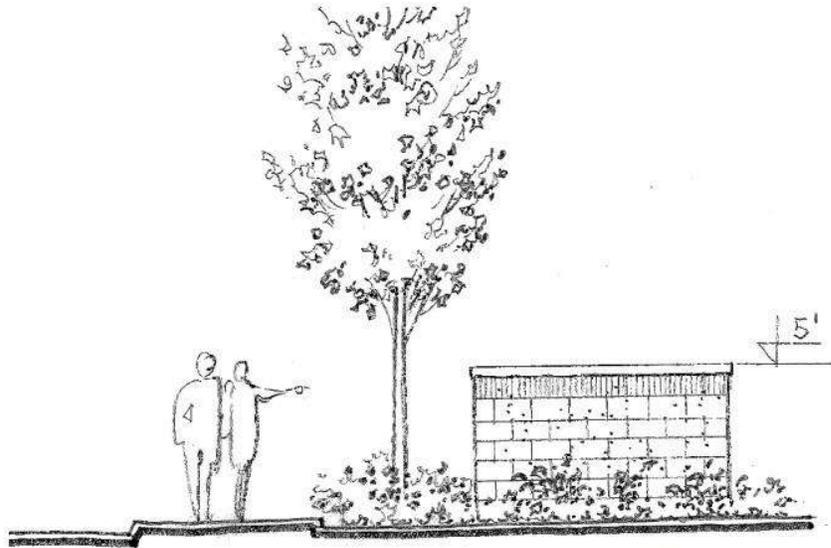
**(a) General**

- (1) Sight-obscuring evergreen vegetation, screen walls, or fences may be erected within the setback area of a private parcel.
- (2) Screening shall not be placed within the public right-of-way.
- (b) Parking lots abutting the public right-of-way
- (1) Shall be screened by a wall or fence three feet in height within a planting strip.



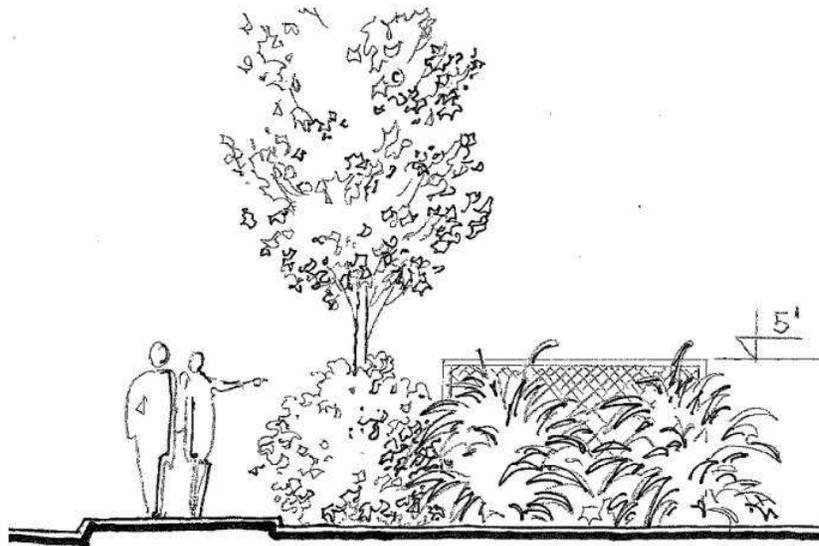
Parking Screen - Figure 5

- (2) Where sufficient room exists, small to medium size trees shall be planted twenty feet on center.
- (3) The screen shall be placed so as to obscure the view of the parking area from the public right of way.
- (c) Service / trash collection areas abutting the public right-of-way
- (1) Shall be screened by a wall or fence five feet in height within a planting strip.



Service Screening with Landscape and Wall - Figure 6

**(2)** Where sufficient room exists, small to medium size trees shall be planted twenty feet on center.



Service Screening with Landscape and Fence - Figure 7

**(3)** Gates providing access to these areas shall be constructed of 100% opaque solid materials.

**(d) Screen Materials**

**(1)** The height of any wall, fence, or hedge shall not interfere with safe lines of sight as determined by the City of Camas decision maker.

**(2)** Barbed wire, razor wire, chain link, and vinyl fencing are prohibited.

**(3)** Fences and walls shall be constructed of enduring materials such as wood, masonry, and concrete.

- (4) Walls and fences shall be 100% opaque.*
- (5) Wall or fence screens shall provide visual interest through the use of varied building materials, textures, reliefs, architectural details, etc.*
- (6) To avoid a solid or blank appearance, 20% of the face of walls and fences shall utilize varying materials, colors, and other textures.*
- (7) Screening that utilizes plant materials shall incorporate plant materials capable of reaching 100% solid evergreen screen within three years of planting.*

**RESPONSE:** The Fire Station 41 project incorporates screening elements that fully comply with the Camas Downtown Design Manual standards. Service and utility areas, including trash collection facilities, are located to the rear of the site and are obscured from public view by a combination of architectural walls and landscaping. The DDM requires trash areas abutting rights-of-way to be screened by a 5-foot opaque wall. The proposed enclosure is 6 feet in height, fully opaque, and constructed of durable materials. Therefore, this standard is met.

Parking areas visible from the public right-of-way are limited in size and are buffered with landscaped strips containing shrubs and small canopy trees, creating visual separation from the streetscape while maintaining pedestrian visibility and safety. Fencing and walls, where required, are constructed of enduring materials such as masonry and wood, and avoid the use of chain link, vinyl, or other prohibited materials.

Vegetative screening is integrated into the site landscaping plan and utilizes evergreen plantings capable of forming a complete sight-obscuring barrier within three years, ensuring year-round screening of sensitive areas. Combined with the project's broader landscaping approach, these measures provide effective visual mitigation of service areas, reinforce the project's urban design goals, and enhance the pedestrian environment along adjacent rights-of-way.

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## **6. Pedestrian and Parking Lot Surfaces**

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### **(a) Pedestrian Surfaces**

- (1) Pedestrian surfaces outside of the right-of-way (private property) shall be constructed of an all weather continuous surface such as asphalt, concrete, colored concrete, pavers, etc. Granular materials such as gravel may be approved by the City of Camas decision maker.*
- (2) Pedestrian surfaces within the public right-of-way shall be concrete per the City of Camas standard sidewalk, unless otherwise reviewed by the Design Review Committee and approved by the City of Camas decision maker.*

### **(b) Parking Lot Surfaces**

- (1) Parking lot surfaces shall be constructed of an all weather continuous surface (e.g. asphalt, concrete, permeable paving, bricks, interlocking pavers). Gravel and dirt surfaces are not permitted.*

**(c) ADA Accessibility**

**(1)** *Notwithstanding any section of the design standards, applicable provisions of the American with Disabilities Act (ADA) shall at all times be implemented within the area. ADA design standards shall be subject to review and approval by the Building Official and City of Camas decision maker.*

**RESPONSE:** The Fire Station 41 project meets the requirements for pedestrian and parking lot surface design as outlined in the Downtown Design Manual. Pedestrian pathways located on-site are designed with continuous, all-weather surfacing, including concrete and enhanced paving materials, ensuring durability, accessibility, and a cohesive aesthetic that ties into the downtown streetscape. Pedestrian connections to the public right-of-way are constructed to City of Camas sidewalk standards, with concrete paving consistent with adjacent sidewalks along NE 4th Avenue and NE Everett Street.

Parking areas are surfaced with asphalt and/or concrete, providing a stable, long-lasting, all-weather surface consistent with required design standards. No gravel or dirt surfaces are proposed. Parking lot landscaping islands and striping enhance organization, safety, and pedestrian accessibility.

All pedestrian and vehicular circulation areas are designed to comply with the Americans with Disabilities Act (ADA), including appropriately sloped surfaces, accessible routes, curb ramps, and marked crosswalks where required. These measures ensure equitable access for all users and satisfy the review standards of the Building Official and City of Camas decision maker.

## E. ARCHITECTURAL STANDARDS

### 1. Site Planning

**(a)** *New construction shall orient the main public entrance toward the public right of way.*

**(b)** *Parking areas shall be located to the rear or side of the structure. Parking shall not occupy more than 10% of the project frontage along the public right of way. Corner lots may be allowed additional frontage parking (on the minor side street) with additional screening per review by the Design Review Committee and approval by the City of Camas decision maker. Where possible parking areas shall be accessed from an alley, buildings should be located to provide a continuous colonnade along the public right of way. Parking requirements can be found within Title 18 CMC.*

**(c)** *Feature areas should be incorporated to provide outdoor use areas such as sidewalk dining, sidewalk merchandising, courtyards, nooks, balconies, alcoves or terraces.*

**(d)** *Sufficient space shall be provided for refuse storage (and required screening) outside of the public right-of-way.*

**(e)** *The intent of these standards is not to move existing buildings.*

**(f)** *Downspouts shall not direct water across sidewalks.*

**RESPONSE:** The Fire Station 41 project meets the City of Camas’s site planning standards by orienting its primary public entrance toward NE 4th Avenue, ensuring a strong relationship between the building and the public right-of-way. This orientation emphasizes pedestrian access and visibility, consistent with downtown design principles.

No surface parking is proposed along the 4th Avenue frontage, in compliance with the requirement that parking not occupy more than 10% of the project frontage. Vehicle storage and apparatus bays are located within the building envelope and internal to the site, maintaining an active and pedestrian-friendly streetscape along the primary frontage. The configuration reinforces the downtown urban form by dedicating the most visible frontage to civic and pedestrian use rather than parking.

The design incorporates a pedestrian plaza and outdoor feature space at the corner of NE 4th Avenue and NE Everett Street, providing an attractive public amenity that functions as a gathering area and enhances downtown walkability. Refuse storage areas are accommodated within screened service zones away from the public right-of-way, ensuring visual quality and compliance with screening standards.

All building drainage is designed to prevent downspouts from discharging across pedestrian routes, thereby maintaining safe and accessible sidewalks. Overall, the project demonstrates a cohesive site plan that integrates public safety functions with the City’s goals for a walkable, engaging, and high-quality downtown environment.

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## ***2. Signage***

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*(a) Signage shall be per the City of Camas Sign Ordinance.*

**RESPONSE:** All proposed signage associated with Fire Station 41 will comply with the City of Camas Sign Ordinance, as required under the Downtown Design Manual. Any building-mounted signage will be integrated into the architecture to maintain a cohesive appearance with the surrounding downtown context. No freestanding signage is proposed within the project, consistent with gateway and downtown design principles.

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## ***3. Building Façade***

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*(a) Building elevations visible from the public right of way should be designed to provide architectural interest and individual character.*

*(b) Glazing fronting the street shall be utilized on a minimum of 40%, to a maximum of 80% of the ground floor elevation abutting the public right of way. Components of Energy Smart Design should be considered where glazing is utilized.*

*(c) Rain protection attached to buildings shall be provided along the public right of way consisting of a five foot width minimum cover along 90% of the building facade. The building may not cantilever into the public right-of-way to achieve rain protection. Rain*

*protection may take the form of a canopy projection, recessed entry, overhead balcony, or combination thereof.*

*(d) Architectural detailing should be utilized to provide visual interest and individual character. Elevations abutting the public right of way should incorporate a high degree of architectural detailing including but not limited to the use of relief panels, cornice work, window trim, balconies, overlooks, nooks, alcoves, shade panels, rain protection, finish textures, multiple color pallets, and staggered wall sections. Detailing shall be compatible with the existing and surrounding downtown area.*

*(e) Building Materials shall be selected for their enduring qualities. Recycled or renewable materials should be utilized where practical. Preferred materials include natural stone, masonry, wood, architectural grade metal, architectural grade composite materials, concrete, precast concrete products, and stucco.*

*(f) Materials specifically prohibited include vinyl siding and exposed plywood products. This shall not be interpreted to preclude laminated doors or the use of plywood in soffits. Materials shall be compatible with the existing and surrounding downtown area.*

*(g) Roof mounted equipment shall be screened from view from the street by providing a parapet or cornice at least equal in height to the equipment, and by painting the equipment to match the roof. For flat roofs the parapet shall surround the perimeter of the building. Screening shall be compatible with rooflines and materials so that the roof lines are harmonious.*

*(h) Building colors shall be chosen to be compatible with neighboring structures, and natural or earth-tone colors shall predominate.*

**RESPONSE:** The Fire Station 41 project complies with the architectural standards of the Downtown Design Manual through its use of high-quality materials, civic-scale detailing, and glazing proportions consistent with downtown Camas design intent. The design team at Aetta Architects provided detailed evaluation of glazing and canopy coverage in relation to Downtown Design Manual requirements.

**Glazing:** The north façade (NE 4th Avenue frontage) provides approximately 52% glazing along the 143-foot portion of the building abutting the public right-of-way, exceeding the 40% minimum requirement. The remaining portion of the north façade steps back from the street and transitions to a landscaped public plaza that screens private living quarters for station personnel; glazing is not required in these recessed areas. Along the south façade (NE 3rd Avenue), glazing equals approximately 55% of the ground-floor elevation, meeting and exceeding the DDM standard.

**Rain Protection:** Canopy coverage along NE 4th Avenue extends approximately 80% of the primary façade length and is 5 feet in depth. Although slightly below the 90% threshold, this design adjustment provides architectural rhythm, enhances privacy for interior uses, and reduces visual monotony along the long street frontage. The south façade canopies also cover approximately 80% of the building length, exceeding the pedestrian need for rain protection while ensuring clear visibility for apparatus operations.

**Design Intent:** The project balances transparency and privacy through selective glazing placement, shading, and articulation. This approach creates a visually dynamic façade that maintains compliance with the Downtown Design Manual’s intent—activating the public frontage while respecting operational privacy and function.

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## **VIII. CONCLUSION**

This concludes our narrative for the Camas-Washougal Fire Station 41 project. As demonstrated within this narrative and the additional materials which comprise the submittal package, the proposed Camas-Washougal Fire Station 41 represents a vital investment in public safety infrastructure by the City of Camas, supporting the growing needs of the downtown core and surrounding neighborhoods. The project has been carefully planned to align with all applicable development standards, including zoning, design review, environmental regulations, and public improvement requirements. Through the integration of the Downtown Design Manual, the City’s stormwater and construction standards, and the streamlined land use and permitting processes, the proposed fire station will deliver a high-quality, civic-focused facility that is operationally functional, aesthetically compatible, and environmentally responsible.

Located within the Downtown Commercial (DC) zone and replacing a City-owned, underutilized commercial building, the project will strengthen the role of this area as a vibrant and well-serviced urban district. The proposed design reinforces walkability, multi-modal access, and connectivity with nearby civic institutions while addressing operational needs for 24-hour emergency response. All required land use actions—including street vacation, boundary line adjustment, and site plan review—will be processed in compliance with the Camas Municipal Code, and the City is committed to maintaining transparency and regulatory compliance throughout all phases of development.

Once completed, Fire Station 41 will serve as a long-term public asset, enhancing the City’s emergency services capacity and reinforcing the resilience of the community. The project team respectfully requests approval of this application and looks forward to continued coordination with City staff and stakeholders during final permitting and construction.

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