

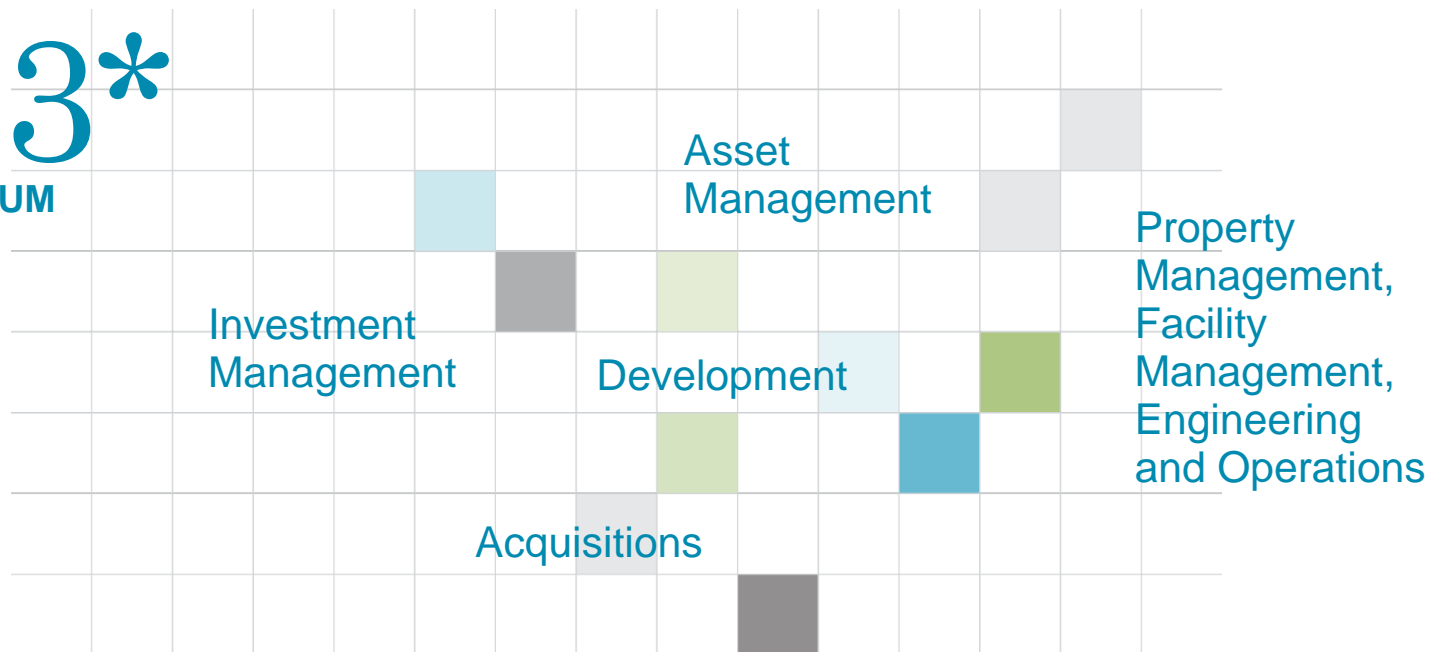
Hines Downtown SMART Project



About Hines

Hines is a privately owned, international real estate investment, development and management firm that has provided the highest level of quality, service and value to clients since 1957.

\$133.3*
BILLION in total AUM



Data as of 12/31/19

*Includes \$71.0 billion in assets for which Hines serves as investment manager, including non-real estate assets, and \$62.3 billion for which Hines provides third-party property management services.

Bay Area Multifamily Experience

Property Name **MacArthur Commons**
Location **Oakland, CA**
Date Completed / Age **2019 / 1 Year**
Architect (Base Bldg.) **Ankrom Moisan**
General Contractor **Build Group**
Number of Units **385 (374 Mkt, 11 BMR)**
Parking Spaces **196**



Property Name **33 Tehama**
Location **San Francisco, CA**
Date Completed / Age **2018 / 1 Year**
Architect (Base Bldg.) **Arquitectonica**
General Contractor **Lend Lease**
Number of Units **403 (343 Mkt, 60 BMR)**
Parking Spaces **185 including valet**



Property Name **The Grant**
Location **Concord, CA**
Date Completed / Age **2022 / Future**
Architect (Base Bldg.) **AO**
General Contractor **Brown Construction**
Number of Units **228 (No BMR)**
Parking Spaces **328**



Hines Downtown SMART Project

Fact Sheet

Project Summary:

Hines' Downtown SMART Project will consist of 402 multifamily apartment units in two 5-story buildings, with wrapped on-site parking garages. A ½ acre public park and pedestrian & bike thoroughfare will pass between the buildings, connecting the SMART station to the Petaluma River and Downtown Petaluma beyond.

APARTMENT OVERVIEW

Type	Multifamily Rental Apartments
Parcel Size	4.58 Acres
Number of Units / Density	402 / 88 p.ac.
Average Unit Size	803 Sq. Ft.
Unit Mix	
Studio	52 (13%)
1-Bedroom	224 (56%)
2-Bedroom	123 (30%)
3-Bedroom	3 (1%)

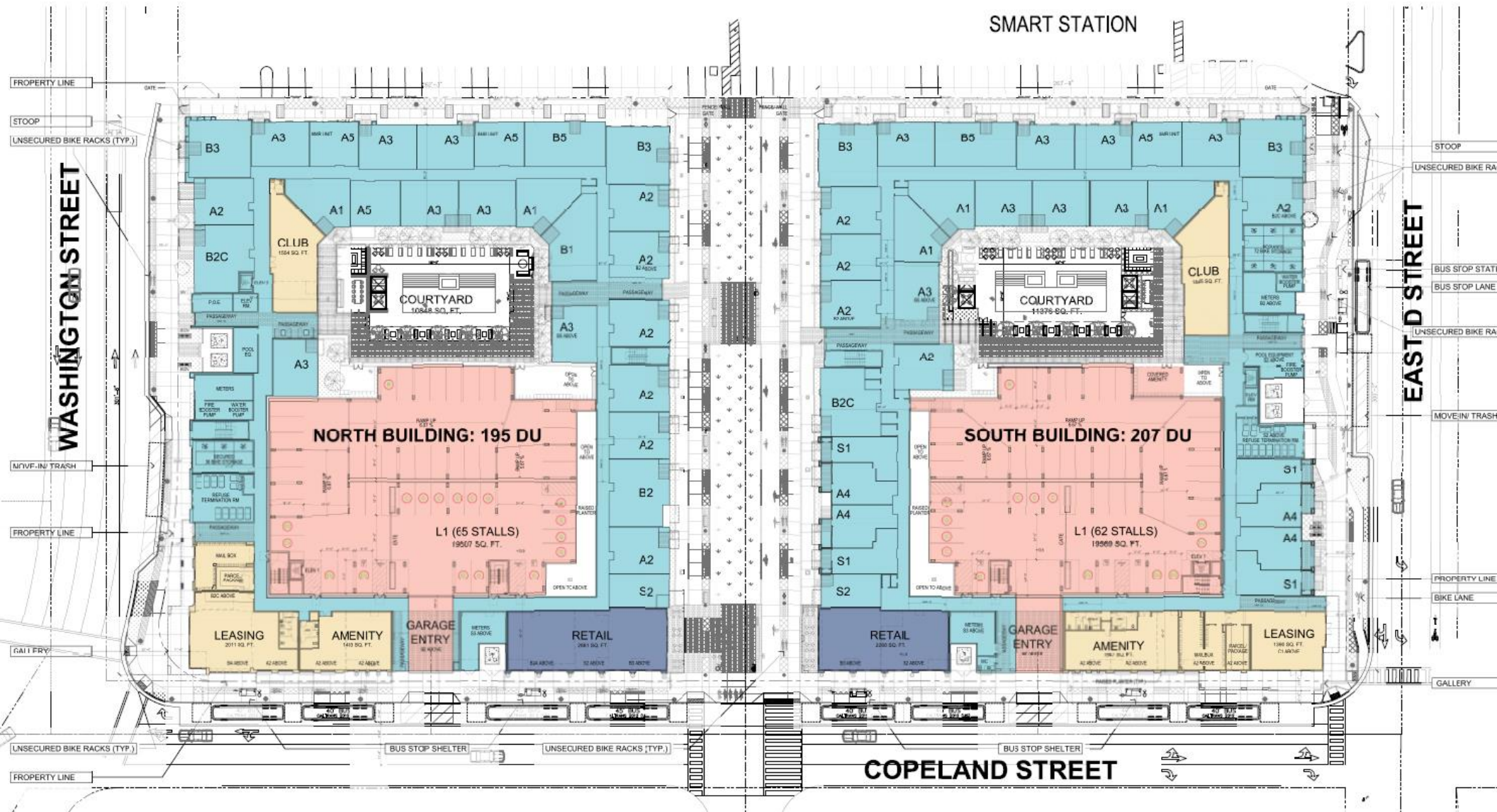
AMENITY OVERVIEW

Pedestrian Thoroughfare	0.5 Acres
Resident Parking Stalls	602
Parking Ratio	1.5 per unit
Retail Space	5,129 SF

PROJECT STATUS

- Complete Application submitted to City
- CEQA Document in process
- Planning Commission & City Council meetings scheduled for January 2021
- Anticipated groundbreaking in 3Q2021

Site Plan

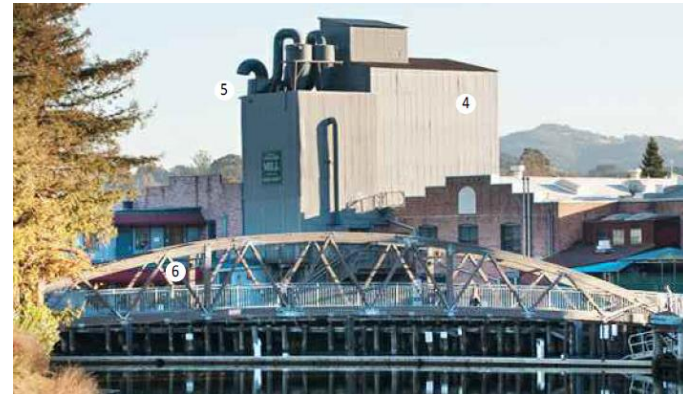
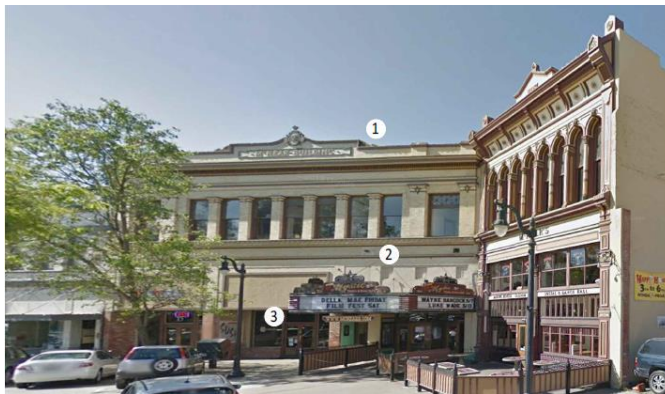




THE PROJECT DESIGN UTILIZES MASSING BLOCKS THAT ARE DIFFERING BUILDING TYPES WITH VARIATION OF MATERIAL AND COLORS. WOVEN THROUGH THIS ARE REFERENCES TO AGRARIAN / INDUSTRIAL BUILDINGS AND HISTORICAL/VERNACULAR STRUCTURES IN THE PETALUMA AREA.

VIEW FROM INTERSECTION OF COPELAND STREET AND 'D' STREET LOOKING NORTH

1

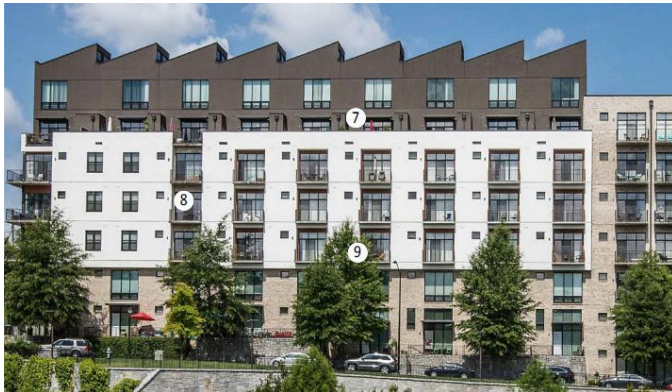




THE VERTICAL ARTICULATION FORMS A STRONG BASE AND THE TOP LEVEL OF THE BUILDINGS ARE SEPARATELY ARTICULATED TO BREAK DOWN THE SCALE OF THE BUILDING. THE CORNER PORTIONS ARE ICONIC COMPOSITIONS OF AGRARIAN INFLUENCED FORMS MAKING A STRONG CORNER TO LANDMARK THE PROJECT.

VIEW FROM INTERSECTION OF COPELAND STREET AND WASHINGTON STREET LOOKING SOUTH EAST

2





WHILE THE BUILDINGS MAKE REFERENCE TO HISTORICAL INFLUENCES, THEY ARE DETAILED IN A CONTEMPORARY MANNER WITH CLEAN LINES AND COMPOSITIONS THAT ARE VARIED AND ASYMMETRIC.

VIEW FROM INTERSECTION OF TRAIN STATION AND D STREET LOOKING WEST

3





VIEW OF GALLERY AT CORNER OF COPELAND AND WASHINGTON

3a

THE GALLERIES ARE DESIGNED AS CONTEMPORARY INTERPRETATIONS OF AGRARIAN/INDUSTRIAL BUILDING FORMS WITH TALL OPEN SPACES THAT ARE WELL LIT AND INVITING TO THE PUBLIC. THE MAIN LOBBIES HAVE ALUMINUM WINDOWS WITH DIVIDED LIGHTS.



VIEW OF GALLERY AT CORNER OF COPELAND AND WASHINGTON

3b





VIEW FROM SOUTH SITE ON COPELAND STREET LOOKING NORTH

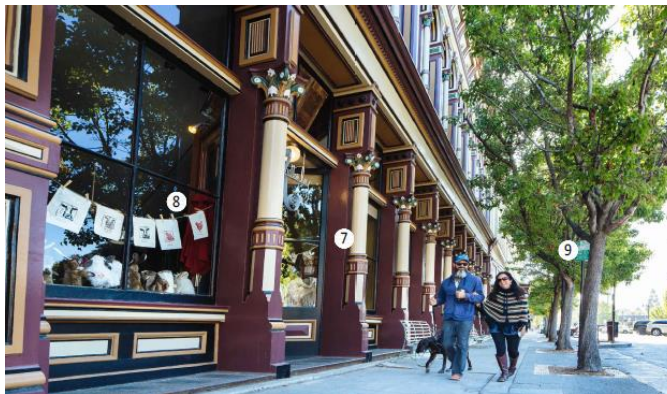
2a

THE GROUND FLOOR STREETScape IS A SEQUENCE OF FRONTAGES WITH DIFFERING DESIGNS AND MATERIALS CREATING A PLEASANT PEDESTRIAN EXPERIENCE. THE STREET FRONTAGE EMPLOY LARGE GLASS AREAS AND VARYING CANOPIES TO CREATE AN URBAN COMMERCIAL FEEL.



VIEW FROM MID BLOCK ON COPELAND STREET LOOKING NORTH

2b



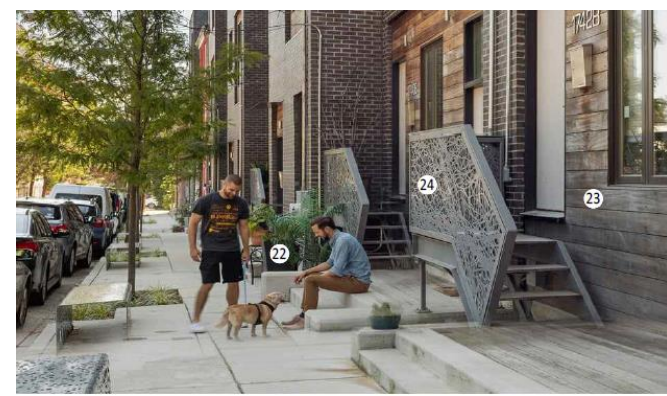


VIEW FROM IMID BLOCK ON 'D' STREET LOOKING EAST

VIEW FROM IMID BLOCK ON 'D' STREET LOOKING WEST

THE 'D' STREET FRONTAGE IS DESIGNED TO ACCOMMODATE A WIDE SIDEWALK COMBINED WITH A BIKE LANE. ONE PORTION OF THE GROUND FLOOR IS VENEERED WITH CAST STONE AND HAS A LONG CONTINUOUS CANOPY. ANOTHER PORTION OF THE FRONTAGE HAS BRICK VENEERING AND A SPECIAL FRAMED OPENING FOR A COMMON RESIDENTIAL ENTRANCE.

1b



Building Elevations



NORTH SITE NORTH ELEVATION 2
WASHINGTON STREET

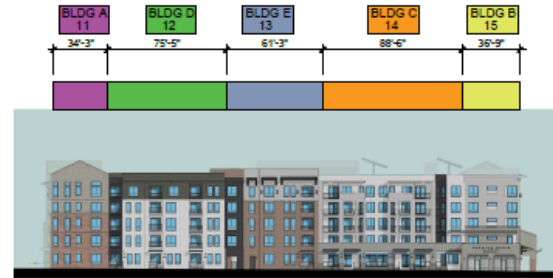


NORTH SITE WEST ELEVATION 1
COPELAND

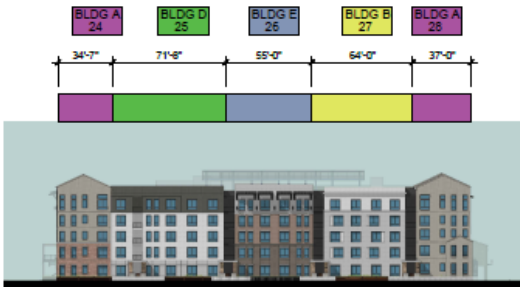
Building Modulation



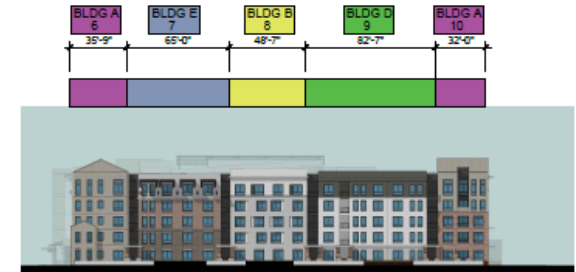
NORTH SITE - NORTH ELEVATION



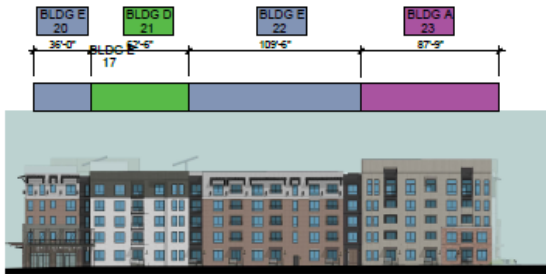
SOUTH SITE - NORTH ELEVATION



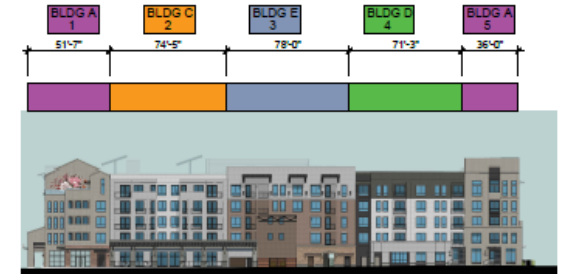
NORTH SITE - EAST ELEVATION



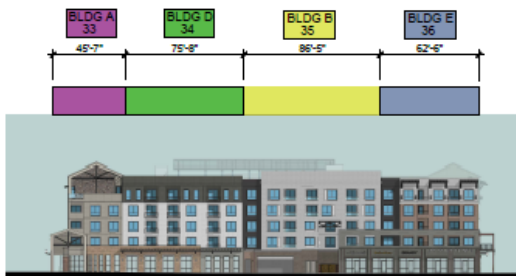
SOUTH SITE - EAST ELEVATION



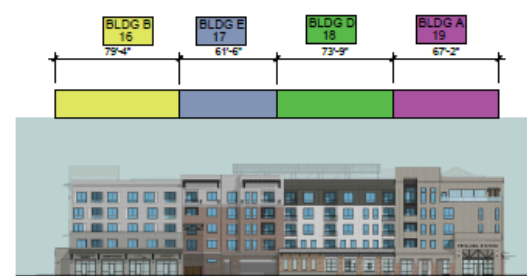
NORTH SITE - SOUTH ELEVATION



SOUTH SITE - SOUTH ELEVATION



NORTH SITE - WEST ELEVATION



SOUTH SITE - WEST ELEVATION

LEGEND BUILDING DESIGN TYPES AND SEQUENTIAL NUMBERING

- BLDG A # BUILDING DESIGN TYPE A
- BLDG B # BUILDING DESIGN TYPE B
- BLDG C # BUILDING DESIGN TYPE C
- BLDG D # BUILDING DESIGN TYPE D
- BLDG E # BUILDING DESIGN TYPE E

BLOCK DIAGRAM NOTES

SELECTED MID-RISE AS BUILDING TYPE AS ALLOWED IN TABLE 4.10 IN T5 URBAN CENTER ZONE AND T8-U URBAN CORE - OPEN ZONES, PAGE 21 OF THE PETALUMA STATION AREA MASTER PLAN

LOT WIDTH: 100' min.; 200' max.
FOOTPRINT WIDTH: 3 + Floors - 150' max.

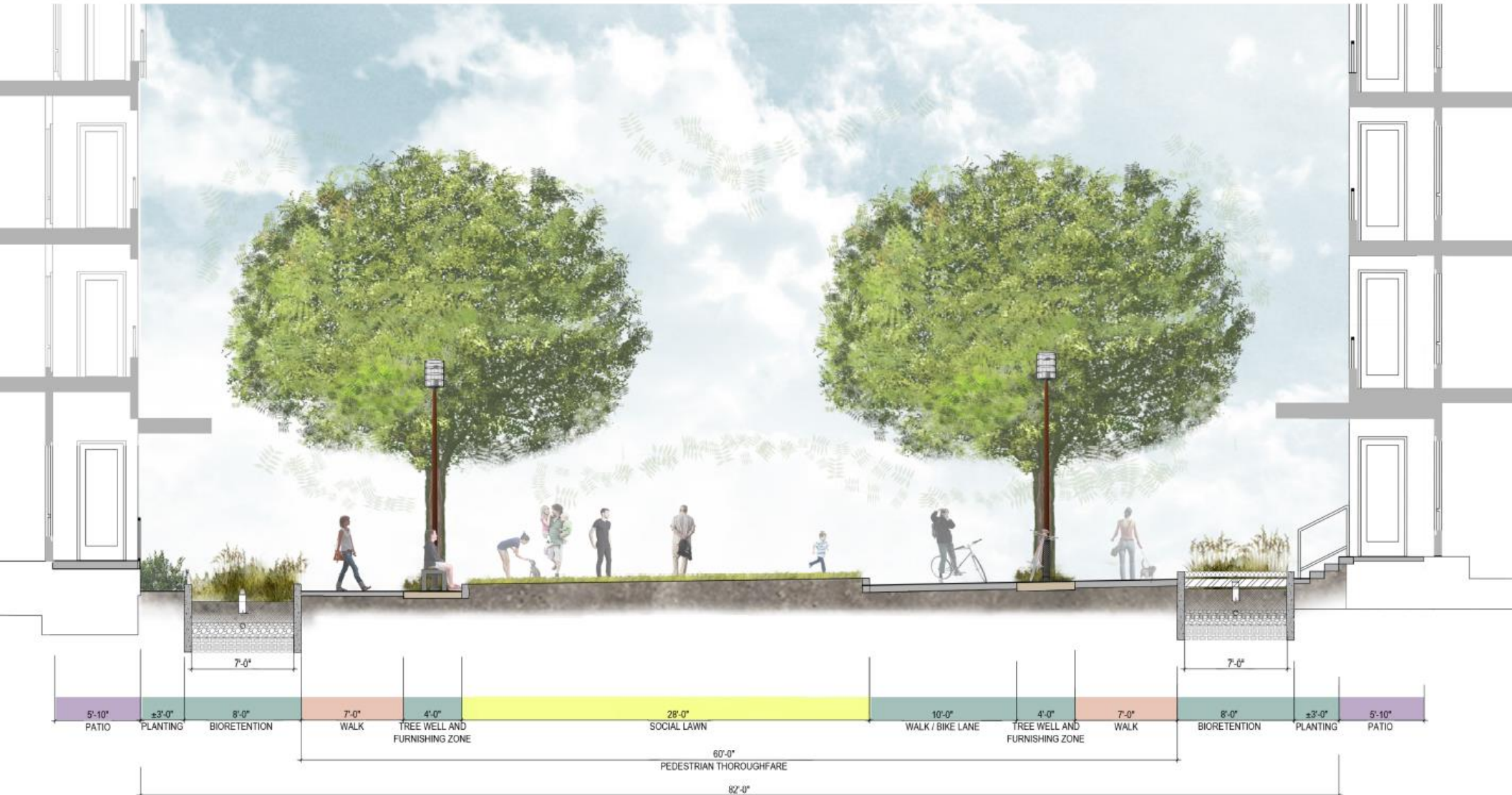
COURTYARD WIDTH: 20' min.; 50' max.
WIDTH TO HEIGHT RATIO 1.2 to 2:1
COURTYARD DEPTH: 20' min.; 150' max.
DEPTH TO HEIGHT RATIO: 1:1 to 2:1

FRONTAGES ALLOWED:
SHOPFRONT
GALLERY
DOORYARD
TERRACE

Landscape Plan



Elevation – Pedestrian/Bike Thruway



Representative Landscape Images

FENCE



TREE WELL



PAVING - FURNISHING ZONE



LOW WALL



RAISED PLANTERS



BUS SHELTER - TOLAR SIERRA



BUS SHELTER BENCHES - TOLAR



BUS SHELTER TRASH CAN - TOLAR



BIKE LANE



BIKE RACK - DERO HOOP



DRINKING FOUNTAIN/BOTTLE FILLER



Representative Landscape Images

BIORETENTION



PEDESTRIAN BIKE WALK



SOCIAL LAWN



CRAFT FAIR + FARMERS MARKET



FOOD TRUCK



SEATING



PAVING - FURNISHING ZONE



Questions?

