

Exhibit C
Shared Traffic Signal Cost Breakdown
Treeline Road/Old Reserve Drive Intersection

The City of Kalispell has indicated that development around the intersection of Treeline Road and Old Reserve Drive will eventually necessitate signalization of the intersection. The development that instigates the requirement of signalization is responsible for contracting this installation of the traffic signal. There are four lease parcels whose development will directly impact traffic on the intersection; they are depicted as the “Contributing Area” on **Exhibit D**. If at any time prior to April 1, 2027, the intersection requires signalization, lessees on all four parcels will be responsible to share in the cost of the traffic signal installation. The following represents the shared cost break down under three different scenarios for required signalization.

Scenario 1: Table 1 is the Shared Stoplight Cost Breakdown under a scenario where signalization is not required until development of the “Mountaineer” parcel. In this scenario, lessees of all four parcels contribute to the entire signalization cost. If any of the Contributing Development Parcels are not under lease, the Cost Breakdown will be recalculated to distribute responsible shares among leased Contributing Development Parcels.

Scenario 2: Table 2 is the Shared Stoplight Cost Breakdown under a scenario where signalization is required prior to any development of the “Mountaineer” parcel. In this scenario, lessees of the three parcels on the same side of Old Reserve Drive will contribute to the entire cost of signalization as required at the time. Any future lessee of “Mountaineer” would fully bear any further signalization work required from the subsequent development of “Mountaineer.”

Scenario 3: If signalization is not required prior to April 1, 2027, the developing entity that is responsible for contracting the installation will bear the costs entirely.

If traffic signal improvements at the junction of Treeline Road and Old Reserve Drive are required upon development of the "Mountaineer" parcel, the costs shall be shared as follows assuming full occupancy of the Contributing Area:

TABLE 1.				
Contributing Development Parcel	Zoning	Acres	ADT	% of Total
Treeline Center	B-5-PUD	5.6	1,846	18.1%
Treeline One	B-5-PUD	1.2	396	3.9%
Mountaineer Development	B-5-PUD	21.5	7,087	69.5%
Snowline Parcel	R-4-PUD	8.3	870	8.5%
Total		36.6	10,199	100.0%

If traffic signal improvements at the junction of Treeline Road and Old Reserve Drive are required in association with one of the following developments any development of the “Mountaineer” parcel the costs shall be shared as follows. Costs associated with upgrades or any other improvements as may

be required by the subsequent development of the Mountaineer parcel will be borne entirely by the Mountaineer project.

TABLE 2.				
Contributing Development Parcel	Zoning	Acres	ADT	% of Total
Treeline Center	B-5-PUD	5.6	1,846	59.3%
Treeline One	B-5-PUD	1.2	396	12.7%
Snowline Parcel	R-4-PUD	8.3	870	28.0%
Total		15.1	3,112	100.0%

NOTES:

- 1) Traffic count data taken from Institute of Transportation Engineer's (ITE) Trip Generation Handbook.
- 2) B-5 PUD ADT set at 330/acre based on typical or expected mix of retail/hotel/restaurant/office uses.
- 3) Based on best available estimate of net lease area acreage of parcels.
- 4) Mountaineer Development net lease acreage is based on an estimated 23.4-acre parcel less 1.9 acres for ROW dedication for Treeline Road from Holiday Inn Express to Old Reserve Drive.
- 5) Snowline Parcel ADT Based on development of 116 multi-family units per zoning administrator's determination regarding density.