

EXHIBIT M

Stadium Pad Infrastructure and Stadium Related Infrastructure

Stadium Pad Infrastructure

- Stadium Pad
 - Demolition of existing buildings on Stadium Pad
 - Grading of Pad area and Ring Road within +/- 0.2 Feet of approved grading plans
- Inner Ring Road
 - Utilities, including Auxiliary Water Supply System (AWSS), Low Pressure Water (LPW), Recycled Water (RW), Sanitary Sewer (SS), Storm Drain (SD) and all dry utilities installed as part of the Joint Trench (JT), installed in roadway capable of being activated 12 months before completion of new stadium. This also includes the laterals or services from each of these utilities serving the Stadium Parcel.
 - Roadway
 - Portland Cement Concrete (PCC), Curb and Gutter
 - Asphalt Concrete (AC) wearing surface to be installed by stadium contractor upon completion of the new Stadium to prevent damage.
- Interim Construction Access Corridor on Crisp Road from Griffith to Fisher
 - Minimum of 2 lanes of weatherproof roadway
- Interim Construction Access Corridor from Innes to Galvez to Robinson to Fisher to Crisp
 - Minimum of 2 lanes of weatherproof roadway

Stadium Related Infrastructure

- Stadium Parking Lot/Dual-Use Fields
 - Grading
 - Surface
 - Turf
 - Drive Isles/Roadways
 - Parking Structure
 - Interim Parking Facilities as defined in the Transportation Plan
 - Utilities Operational
 - AWSS, LPW, RW, SS and SD
 - Transportation Management System (TMS), as defined in the Transportation Plan. This core and shell of the Transportation Management Center shall be included within the New Stadium constructed by or on behalf of the 49ers, and the fixtures and

improvements within the core and shell of the Transportation Management Center shall be constructed by Developer as set forth in the Infrastructure Plan.

- Outer Ring Road
 - Utilities Operational
 - AWSS, LPW, RW, SD, SS and JT
 - Roadway
 - AC, PCC, Sidewalk, Curb and Gutter
 - Game Day – 6 Auto lanes
 - Non-Game Day – 2 Auto, 2 Bike lanes and angled parking on both sides
 - Signs, traffic signals, reversible lane facilities and all related interconnections per the TMS
- Yosemite Slough Bridge and Approach Roads
 - Utilities Operational
 - LPW, RW, SS, SD and JT
 - Roadway
 - Bridge Sub-Structure and Super Structure
 - AC, PCC, Sidewalk, Curb and Gutter
 - Signs, traffic signals, reversible lane facilities and all related interconnections per the TMS
 - Yosemite Slough Bridge
 - Game Day – 2 Bus Rapid Transit (BRT) lanes, 4 Auto lanes and a 12ft Ped/Bike Path
 - Non-Game Day – 2 BRT lanes, 40 ft ped/bike greenway and a 12ft Ped/Bike Path
 - Approach Road
 - Game Day – 2 BRT lanes, 4 Auto lanes, 7ft sidewalk (south side) and a 12ft Class 1 Bike lane
 - Non-Game Day – 2 BRT lanes, 40 ft ped/bike greenway, 7ft sidewalk and a 12ft Class 1 Bike lane
 - Arelious Walker from Bridge Approach to Crisp
 - Game Day – 2 BRT lanes, 4 Auto lanes, 10 ft sidewalk (north side), 7ft sidewalk (south side) and a 12ft Class 1 Bike lane (south side)
 - Non-Game Day – 2 BRT lanes, 40 ft ped/bike greenway, 10 ft sidewalk (north side), 7ft sidewalk (south side) and a 12ft Class 1 Bike lane (south side)
- Crisp Road from Griffith to Fisher and Utility Corridor Behind Bldg. 101
 - Utilities Operational

- AWSS, LPW, RW, SD, SS and JT
- Roadway
 - AC, PCC, Sidewalk, Curb and Gutter
 - Signs, traffic signals, reversible lane facilities and all related interconnections per the TMS
 - Crisp at Griffith
 - Game Day – 3 Auto lanes, 1 Bus only lane, 1 Auto/Bus lane
 - Non-Game Day – 2 Auto lanes, 2 Auto/Bus lanes and a striped median
 - Crisp at Arelious Walker
 - Game Day – 2 sidewalks, 7 Auto lanes, 1 dedicated BRT lane, 1 Auto/BRT lane and 1 Class 1 Bike facility (in park).
 - Non-Game Day – 2 sidewalks, 20ft Greenway, 4 dedicated Auto lanes, 1 Auto turn lane, 2 dedicated BRT lanes and 1 Class 1 Bike facility (in park).
 - Crisp at Stadium Outer Ring Road
 - Game Day – 2 sidewalks, 7 Auto lanes, 2 dedicated BRT lane and 2 Class 1 Bike paths on either side.
 - Non-Game Day – 2 sidewalks, 20ft Greenway, 4 dedicated Auto lanes, 1 Auto turn lane, 2 dedicated BRT lanes and 2 Class 1 Bike paths on either side.
- Access Corridor Including Innes, Robinson, Galvez and a portion of Donahue and Fisher and Arelious Walker from Gilman to Carroll
 - Utilities Operational
 - AWSS, LPW, RW, SD, SS and JT
 - Roadway
 - AC, PCC, Sidewalk, Curb and Gutter
 - Signs, traffic signals, reversible lane facilities and all related interconnections per the TMS
 - Innes and Donahue
 - Game Day - 3 Auto lanes, 2 Auto/Bus lanes and 2 Bike lanes.
 - Non-Game Day - 2 dedicated Auto lanes, 2 Auto/Bus lanes, 2 Bike lanes and parking on the north side.
 - Robinson
 - Game Day – 2 sidewalks, 2 Auto lanes, 2 Auto lanes also used for buses, Bike lanes and a raised median.
 - Non-Game Day – 2 sidewalks, 2 Auto/Bus lanes, 2 Bike lanes, parking on both sides and a raised median.

- Fisher
 - Game Day – 2 sidewalks, 4 Auto lanes and 2 Bike lanes.
 - Non-Game Day – 2 sidewalks, 2 Auto lanes, 2 Bike lanes and parking on both sides.
- Galvez
 - 2 sidewalks, 2 Auto/Bike lanes and parking on one side of the street.
- Arelious Walker from Gilman to Egbert
 - Game Day – 2 sidewalks, 5 Auto lanes, 2 Bike lanes, parking on 1 side of the street and a raised median.
 - Non-Game Day – 2 sidewalks, 4 Auto lanes, 2 Bike lanes, parking on both sides and a raised median.
- Arelious Walker from Egbert to Carroll
 - Game Day – 2 sidewalks, 5 Auto lanes, 2 Bike lanes, 2 dedicated BRT lanes and 2 raised medians.
 - Non-Game Day – 2 sidewalks, 4 Auto lanes, 2 Bike lanes, 2 dedicated BRT lanes, parking on 1 side of the street and 2 raised medians
- Maintain Interim Hunters Point Expressway (Interim until Arelious Walker constructed consistent with the Schedule of Performance)
 - Minimum of 4 lanes of weatherproof roadway
- Offsite roadway Improvements per Infrastructure Plan.
 - Innes Avenue
 - Palou Avenue
 - Griffith Avenue
 - Thomas Avenue
 - Ingalls Street
 - Carroll Avenue
 - Gilman Avenue
 - Harney Way