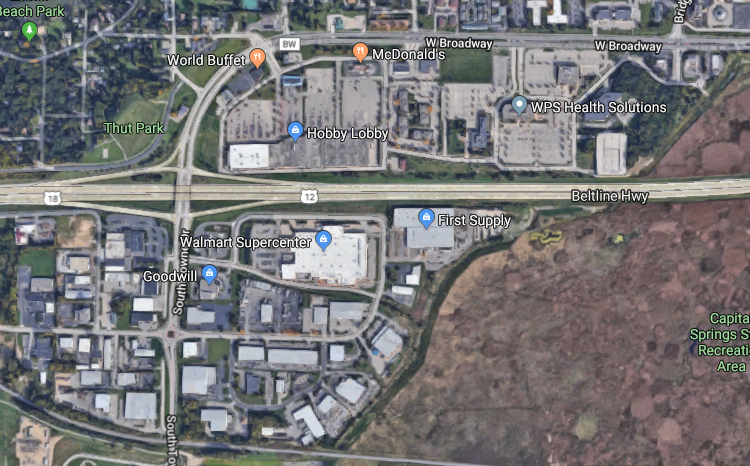


South Madison:

* Delivery Route System essentially the same
* Property value likely reasonable
* Largely built out; existing buildings may be the market
* Susceptible to Beltline congestion periods
* Appears to have possible connections to MUFN
* Bus routes on Fish Hatchery but not within the territory East of FHR and west of Park Street/Highway 14



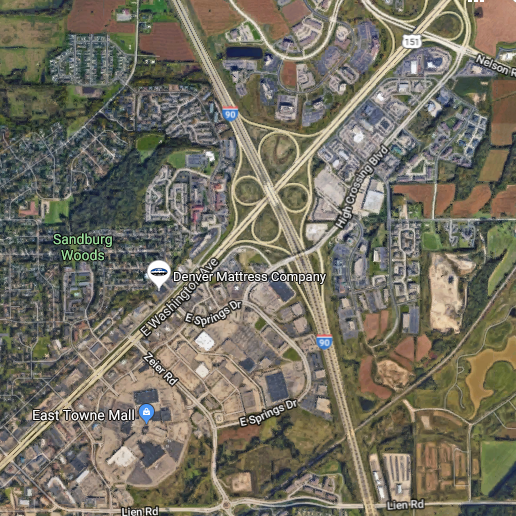
Monona:

* Similar route structure
* Susceptible to Beltline congestion periods
* Bus route dissects the area on South Towne and Broadway
* Property values likely reasonable
* Area is built out; Existing buildings



Southeast Madison:

* Some vacant space
* Bus lines on Agriculture, World Dairy, and Pflaum
* Access to Beltline is good; Congestion is less of an impact. To the Interstate is a bit longer but better than current south-side location.
* Property values are higher, but this is largely and office-park style area
* MUFN has some extensions here.
* Landfill complaints have been noted from residents to the north.



East Towne Area:

* Potentially available vacant retail buildings (Menards)
* Bus lines
* Easy access to north, south, and east.
* Stretching away from downtown and west side (as well as southwestern routes)
* Property values are probably higher; Renting might be the only plausible option in this area of high retail.
* Short move for Admin
* MUFN in the area



Airport (West of Interstate):

* Newly developed industrial park
* Property values probably higher.
* Limited to no bus service at this time
* No MUFN nearby at this time
* Great access to Interstate and points north and east
* Stretched further from West-side and downtown locations.

Areas that appear to be a significant net-negative:

West Side and Middleton:

* A lot of the negatives of stretching further away from center without the access to the interstate
* Bus lines and MUFN have limitations

Sun Prairie, DeForest, Verona

* Really stretching the time to downtown and campus
* No bus and no MUFN