

2026 OFFERING MEMORANDUM

East Mesa *Crossroads*

A flexible commercial pad in an established two-lot development at
Broadway Road and Ellsworth Road.

28,036

SQUARE FEET

0.64

ACRES

C-2

COMMERCIAL

2

CURB CUTS

MARKETING ADDRESS

420 S Ellsworth Road, Mesa, AZ 85208

APN 218-45-932 / East Mesa Crossroads Lot 2

DEAL STRUCTURES

Ground lease / Build-to-suit / Reverse build-to-suit

PROPERTY CONTACT

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AVAILABLE SOUTH PAD

RECORDED TWO-PAD FRAMEWORK

A built first phase. *A ready second pad.*

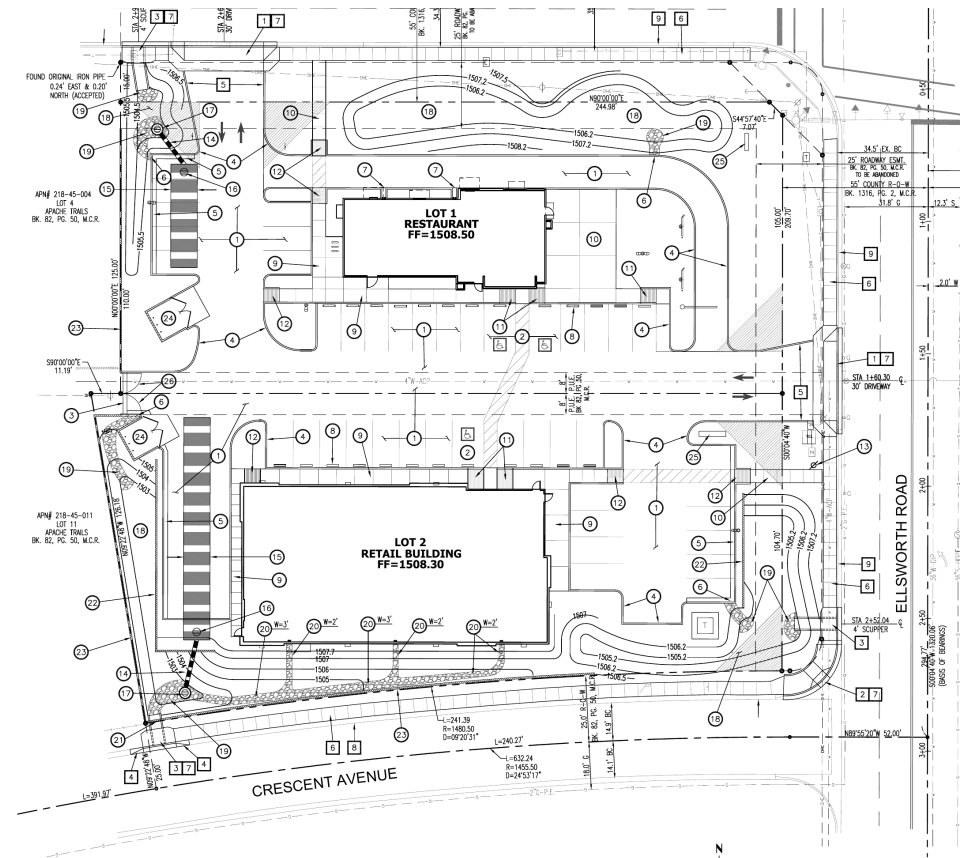
The existing Jack in the Box occupies Lot 1. Lot 2 remains available and participates in the recorded shared-access and drainage framework developed for the combined project.

VERIFIED ACCESS

- One full-access driveway on Broadway Road.
- One full-access driveway on Ellsworth Road.
- Internal cross-access connects both lots and both driveways.
- No vehicular curb cut is shown on Crescent Avenue; the southeast feature is a drainage scupper.
- Recorded reciprocal access and drainage rights support coordinated operation of the two pads.

CURRENT PLANNING POSITION

Drive-through restaurant use is permitted within the C-2/POD framework. A selected tenant still submits a current, owner-authorized POD/site plan and obtains project-specific agency approvals.



HISTORICAL 2017 PAVING / SITE PLAN - LOT 1 RESTAURANT + LOT 2 RETAIL

Planning reference only; not a current tenant construction plan.

FOUR TENANT FORMATS

One pad. *Four practical programs.*

QSR and retail concepts can preserve the historical 43-space combined total by showing approximately 22 Lot 2 stalls. A coffee/kiosk concept may trade stalls for queueing, while an oil-change layout should right-size parking and service-bay staging to the operator's prototype.

01

Drive-Through QSR

PROGRAM

Approx. 2,500 SF

PARKING

22 parking spaces

KEY POINT

100 LF queue per pickup window

02

Drive-Through Coffee

PROGRAM

Approx. 600-1,000 SF

PARKING

14-stall study target

KEY POINT

More queue / less parking

03

Express Oil Change

PROGRAM

Approx. 1,500-2,000 SF

PARKING

Operator-specific

KEY POINT

2-3 pull-through bays

04

Retail / Auto Parts

PROGRAM

Approx. 6,900 SF

PARKING

22 parking spaces

KEY POINT

Historical plan set available

21

EXISTING JACK STALLS

22

QSR / RETAIL TARGET

43

COMBINED SITE TARGET

Owner parking count; final survey, accessible-space inventory and County treatment must be confirmed with the selected tenant plan.



CONCEPT 01

A full QSR *fits the framework.*

A conventional drive-through restaurant can preserve the combined parking program while using the existing shared access, utility and civil framework as its starting point.

2,500

TARGET SF

22

PARKING SPACES

WHY IT WORKS

- Twenty-two Lot 2 stalls plus the owner's count of 21 at Jack in the Box preserves the 43-space combined total stated in Z2016078.
- The site already has Broadway and Ellsworth access through the shared internal drive.
- Historical civil, drainage, water, sewer, fireline and traffic materials reduce blank-site diligence.
- A roughly 2,500 SF footprint leaves room to coordinate parking, delivery, refuse and a drive-through loop.

PLANNING PATH

- Show at least 100 linear feet of queue per pickup window, measured from the point of service.
- Keep queueing, parking and delivery movements clear of sight triangles and the shared drives.
- Submit an owner-authorized POD/site plan with current civil, utility, food-service and fire review.
- If the speaker is within 200 feet of Rural/Residential zoning, document directional sound control for the current administrative-exception request.

Parking conclusion: 22 Lot 2 stalls is the clean planning baseline. A smaller count remains possible if a tenant program makes it valuable and County approves the supporting analysis.

CONCEPT 02

Trade excess parking *for useful queue.*

A compact coffee building has little or no indoor dining demand. Using fewer marked stalls can improve stacking, circulation and site efficiency while still supplying parking supported by actual operations.

14

STUDY TARGET

18.6%

BELOW 43 TOTAL

WHY IT WORKS

- A 14-stall Lot 2 target plus 21 existing Jack stalls produces 35 spaces across the two-pad development.
- The eight-space reduction from the 43-space sitewide figure is approximately 18.6 percent - below the ordinance's greater-than-20-percent legislative threshold.
- A small building, limited employees, rapid turnover and primarily drive-through sales are appropriate site-specific study factors.
- Freed area can be used for the County-required queue, safer circulation, landscaping and delivery/refuse separation.

PLANNING PATH

- Have a licensed professional engineer or certified transportation planner prepare and sign the parking-demand study.
- Address peak occupancy, employees, turnover, drive-through share, shared parking and the different peak periods of the two uses.
- Submit the study for approval by both County Planning and Development and MCDOT with the tenant POD/site plan.
- Obtain written County treatment of the existing Z2016078 parking stipulation and the current speaker-board administrative exception.

Timing: the study can be prepared with the tenant test fit and reviewed in the same planning track. A reduction of 20 percent or less does not by itself trigger the separate P&Z/Board hearing required for a greater reduction; agency comments or the existing stipulation may still affect timing.



CONCEPT 03

A compact bay-through *service format*.

Small-format oil-change prototypes commonly fit in roughly 1,500 to 2,000 square feet. The long pad dimension can support pull-through bays with separate customer approach and exit movements.

2-3

SERVICE BAYS

FLEXIBLE

PARKING PLAN

WHY IT WORKS

- Lot 2 provides ample area to configure employee and accessible parking together with customer staging and service-bay queueing.
- The existing shared drives allow customers to approach and depart through either Broadway or Ellsworth.
- Historical utilities and drainage plans provide a useful base for locating service, refuse and equipment areas.
- C-2 commercial zoning provides the starting framework for County classification and POD review.

PLANNING PATH

- Keep bay queues separate from marked parking and prevent spillback into the shared cross-access drive.
- Confirm the operator's pit or lift system, fluid delivery, waste-oil pickup, employee count and peak queue.
- Obtain County confirmation of the automotive-use classification and current POD/POD-amendment route.
- Coordinate Mesa wastewater/industrial-pretreatment, fire, ADEQ waste handling and current civil review before final design.

Parking and circulation: final counts and configuration will be established through the operator's prototype and County site-plan review. Queue positions and occupied service bays are not presented as marked parking spaces.



CONCEPT 04

A proven footprint *with plans on file.*

The historical Advance Auto Parts package was designed around a roughly 6,900-square-foot retail building on Lot 2. It is a direct feasibility precedent for auto-parts or other general commercial retail users.

6,900

HISTORICAL SF

22

PARKING SPACES

WHY IT WORKS

- The prior architectural, civil and utility work demonstrates that the larger footprint was actively planned for this pad.
- Twenty-two Lot 2 stalls preserves the owner's 43-space combined planning total with the existing Jack parking.
- No drive-through queue or speaker-board issue is inherent in a standard retail configuration.
- Recorded access and drainage rights support continued coordination between the two commercial lots.

PLANNING PATH

- Overlay the selected retailer's current prototype, stockroom, receiving door, delivery fleet and accessibility requirements.
- Reconcile the historical 22-stall layout with the current code calculation and any shared-parking treatment.
- Confirm current utility loads, fire review and any battery, aerosol, fluid, core-return or used-oil collection program.
- Submit the updated owner-authorized POD/site plan and use the historic CAD/civil package as a design baseline.

Parking conclusion: the historic plan demonstrates a workable surface-parking layout. Final operator and County acceptance remains part of the current site-plan review.



ESTABLISHED COMMERCIAL CORNER

The pad is visible. *The infrastructure is real.*



AVAILABLE SOUTH PAD

Existing Jack in the Box immediately north within East Mesa Crossroads

VERIFIED BROADWAY TRAFFIC

25,681 VPD

City of Mesa traffic count, 2023. No unverified Ellsworth estimate is added to this figure.

ROAD NETWORK

Broadway connects directly to Loop 202 nearby. The development provides one Broadway driveway and one Ellsworth driveway, joined internally across both pads.

AT AND ACROSS THE SIGNAL

Fry's Marketplace + Fuel

Across Ellsworth

Jack in the Box

Same development

Circle K

At the intersection

CVS Pharmacy

At the intersection

Traffic source: City of Mesa Transportation Department traffic-count map. Retail locations should be independently verified.



HISTORICAL RECORD ASSEMBLED

Start with *the complete file.*

The historical package gives a new tenant team a meaningful engineering and entitlement baseline. It does not replace current tenant-specific design, field verification or agency approval.

AVAILABLE DUE DILIGENCE

- | | | | |
|----|--|----|---|
| 01 | Recorded plat, ownership and property records | 06 | Recorded reciprocal access and drainage easements |
| 02 | Z2016078 zoning approval and stipulations | 07 | MCESD/ADEQ construction-stormwater history |
| 03 | Historical civil, grading and drainage plans | 08 | Native CAD and consultant support files |
| 04 | Water, sewer, power, fireline and hydrant plans | 09 | Historic 6,900 SF retail / auto-parts plan set |
| 05 | MCDOT access, traffic and right-of-way materials | 10 | Existing Jack in the Box development records |

SCHEDULE A SITE REVIEW

Scott Barber

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OFFERING

Ground lease
Build-to-suit
Reverse build-to-suit

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This memorandum is for discussion only and is subject to errors, omissions, price changes and withdrawal without notice. Historical plans, approvals and utility materials are due-diligence baselines and are not current project approvals. Prospective tenants and purchasers must independently verify lot area, title, parking, access, traffic, utilities, zoning, current codes and all project-specific agency requirements. Parking-study outcomes and review timing are not guaranteed.