

For Sale - Owner User Building

\$1,500,000.00

10765 SW Canyon Road Beaverton, Oregon 97005



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Maximizing Value with Market Knowledge

Building Overview

- Vacant restaurant with ample parking
- +/- 4,299 SF Building
- +/- 28,697 SF Land
- Main arterial between Beaverton and Portland close to 217, 26, and Beaverton Hillsdale Hwy
- SBA financing at historically low rates
- Restaurant FF & E available for purchase



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PROPERTY TYPE	Retail / Restaurant				
	Owner User				
TOTAL SQ. FT.	4,299				
VACANT	4,299				
OPTION	I	II	III	IV	V
Sales Price	\$1,495,000	\$1,495,000	\$1,495,000	\$1,495,000	\$1,495,000
% Down	10%	12%	14%	16%	18%
DOWN PAYMENT	\$149,500	\$179,400	\$209,300	\$239,200	\$269,100
LOAN AMOUNT	\$1,345,500	\$1,315,600	\$1,285,700	\$1,255,800	\$1,225,900
INTEREST RATE	4.25%	4.25%	4.25%	4.25%	4.25%
TERM (Months)	300	300	300	300	300
(P&I) MONTHLY MORTGAGE PAYMENT	(\$7,289)	(\$7,127)	(\$6,884)	(\$6,803)	(\$6,641)
(P&I) ANNUAL MORTGAGE PAYMENT	(\$87,469)	(\$85,525)	(\$82,610)	(\$81,638)	(\$79,694)
(O.E.) EXPENSES (NNN)					
Annual Cost = (P&I) + (O.E.)	(\$87,469)	(\$85,525)	(\$82,610)	(\$81,638)	(\$79,694)
(U.L.) Users Lease = (P&I) + (O.E.)	(\$87,469)	(\$85,525)	(\$82,610)	(\$81,638)	(\$79,694)
(D) Depreciation = 80% of Price / by 39.5 Years	\$30,278.48	\$30,278.48	\$30,278.48	\$30,278.48	\$30,278.48
(I) Annual Interest Deduction	\$49,812.50	\$48,705.55	\$47,045.14	\$46,491.67	\$45,384.72
(O.E.) Reimbursable Operating Exp	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
* Cost to Owner = (U.L.) Minus (D) (I) & (O.E.)	(\$7,378)	(\$6,541)	(\$5,286)	(\$4,868)	(\$4,031)
** Yearly Cost PSF (NNN) = (P&I) Annual / Sq. Ft.	(\$20.35)	(\$19.89)	(\$19.22)	(\$18.99)	(\$18.54)
*** Monthly Cost PSF (NNN) = (P&I) / Sq. Ft.	(\$1.70)	(\$1.66)	(\$1.60)	(\$1.58)	(\$1.54)
PRICE PER SQ. FT. Sale & Improvements	\$347.76	\$347.76	\$347.76	\$347.76	\$347.76

* Loss that can offset personal income

** (NNN) = Triple Lease Rate Per Square Foot Annually

*** (NNN) = NNN Lease Rate Per Square Foot Monthly

The information above has been obtained from sources believed reliable. While we do not doubt its accuracy, we have not verified it and make no guarantee, warrant or representation about it. It is your responsibility to independently confirm its accuracy and completeness. Any projections, opinions, assumptions or estimates used are for example only and do not represent the current or future performance of the property. The value of this transaction to you depends on tax and other factors which should be evaluated by your tax, financial and legal advisors. You and your advisors should conduct a careful, independent investigation of the property to determine to your satisfaction the suitability of the property for your needs.

Canyon Road Area




Canyon Road

From Wikipedia, the free encyclopedia

Coordinates: 45°50′45″N 122°47′55″W﻿ / ﻿45.84583°N 122.79861°W﻿ / 45.84583; -122.79861

For the district in Santa Fe, see *Canyon Road, Santa Fe, New Mexico*.

Canyon Road (**Great Plank Road** at inception^[1]) is a road connecting **Beaverton** and **Portland, Oregon, United States**. It was the first road between the **Tualatin Valley** and Portland and contributed significantly to Portland becoming the area's major **deep water port**, and subsequent early growth of the city.^[2] The total modern length is 6.5 miles (10.5 km).^[3]

Map all coordinates using: [OpenStreetMap](#) 
Download coordinates as: [KML](#)  · [GPX](#) 

Contents [hide]

- The Great Plank Road
- Route
- See also
- References
- External links

The Great Plank Road [[edit](#)]



Plaque commemorating The Great Plank Road

By 1851 a dirt road, which was often muddy, ran between Portland and the Tualatin Valley—starting on Jefferson Street at the **Willamette River** then passing through Tanner Creek Canyon^[4] that cuts through the **Tualatin Mountains**.^[5] A **plank road** was suggested by Portland entrepreneur and proprietor **Daniel H. Lowndale** as a means to transport abundant Tualatin Valley farm produce and grains to **California Gold Rush**-inflated markets in **San Francisco, California**.^[6] Col. **William Williams Chapman**, another proprietor, expended time and expense providing the basics for fledgling Portland in an effort to counter competition by other upstart towns and **Hudson's Bay Company**. He founded *The Oregonian*, enlarged Portland's platt, improving the city's streets, and ushered construction of Canyon Road.^[7] Others already invested in the city contributed to help make Portland the prime seaport of the region, including persuading others to join them, removing river obstructions, and importing goods from Asia and beyond.

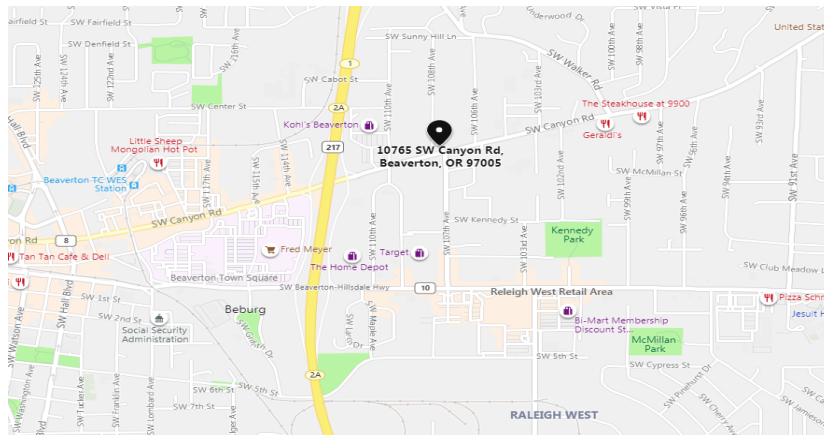
The **Portland & Valley Plank Road Company** was chartered in January 1851 by the territorial government.^[8] Editor of the *Weekly Oregonian* newspaper, **Thomas J. Dryer**, immediately invested \$500 and promoted the project.^[8] **Stephen Coffin** and **William W. Chapman** pledged \$3000, with Daniel H. Lowndale pledging \$2,000.^{[5][9][9]} Ultimately over \$35,000 was pledged but not all was paid, with Coffin, Chapman and Lowndale likely to have not paid in full.^[8]

Coffin gave the contract to a sawmill owned by himself and **Simeon Reed**, and the first plank was laid on September 27, 1851, leading to a large celebration.^[8] By November 1851, less than \$3,000 in pledges had been collected, while \$11,000 had been spent.^[8] The road had progressed fewer than three miles.^[6] The route, however, was excavated, following the canyon of **Tanner Creek** on the east side of the Tualatin Mountains.^{[5][8]}

By spring of 1852, just over \$6,000 had been collected and \$14,000 spent, leading to the replacement of management and directors.^[8] The project remained incomplete for three years until Supreme Court Justice **Cyrus Olney** required subscribers to pay at least 80% of the pledged amount.^[8] Back wages were still owed by December 1855, leading Olney to demand full payment from subscribers and for county sheriffs to find delinquent subscribers.^[8]

On January 25, 1856, the territorial government hired a new company to complete the road, and the city's merchant leaders (including **William S. Ladd** and **Josiah Failing**) raised \$75,000 for the new Portland and Tualatin Plains Plank Road Company, finishing the road by the end of 1856.^[8] The road, though never completely planked, was favored by farmers of **Polk**, **Yamhill**, and **Washington** counties since it saved between three and ten miles (16 km) travel to the next nearest ports at **St. Johns** and **St. Helens**, but on a rough muddy road through deep woods.^[10] **Harvey W. Scott** said this new toll road was still difficult for travel and the entrance was "almost inaccessible", but the road was finished.^[8]

Part of Highway 26 now passes through Tanner Creek Canyon—the canyon near the **Oregon Zoo** as the highway approaches Portland's **Goose Hollow** neighborhood via the **Vista Ridge Tunnels**. However, Tanner Creek Canyon was originally a much deeper and narrower ravine. In the early twentieth century, when Tanner Creek was buried as it passes through Tanner Creek Canyon, the canyon was enlarged and infilled to raise Canyon Road. Then, in the 1960s when I-405 was being constructed, the excavated dirt was trucked into the canyon to further expand and fill Tanner Creek Canyon.^[4]



**WEST
SLOPE
NEIGHBORHOOD**



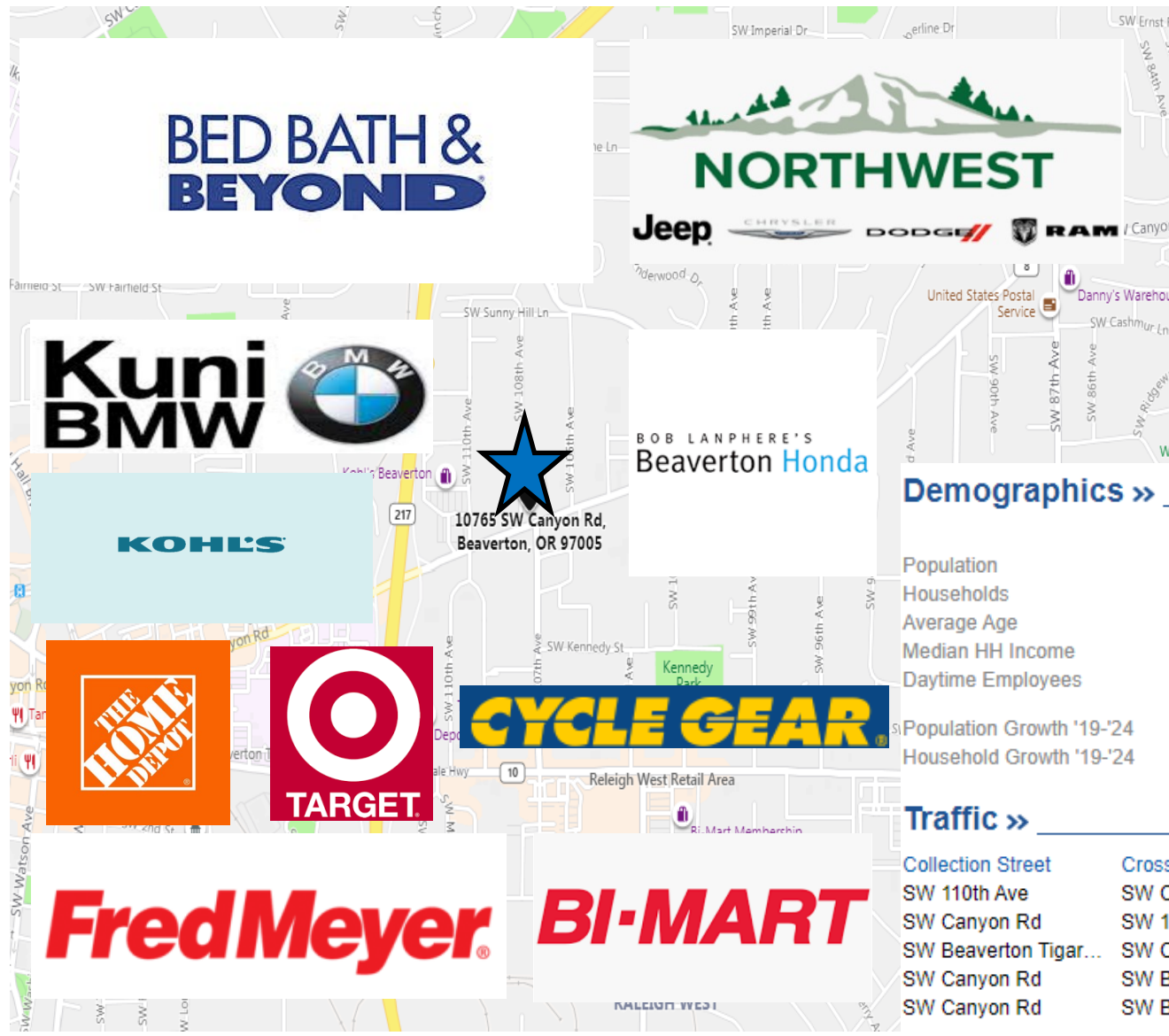
Neighborhood Map

Zoning: General Commercial: GC

Building SF: +/- 4,299

Land SF: +/- 28,697

Tax Lots: (1)



This location's General Commercial District zoning is intended for commercial land to serve the traveling public and to provide for commercial uses which require large sites and a high degree of visibility. Please refer to Washington County Land Use Standards for further information on allowable uses.

Demographics >>

	1 Mi	3 Mi
Population	12,574	126,013
Households	5,406	53,344
Average Age	38.80	39.00
Median HH Income	\$70,022	\$73,940
Daytime Employees	14,544	73,813
Population Growth '19-'24	↑ 8.2%	↑ 6.4%
Household Growth '19-'24	↑ 8.2%	↑ 6.3%

Traffic >>

Collection Street	Cross Street	Traffic Vol	Year	Distance
SW 110th Ave	SW Canyon Rd S	6,034	2018	0.12 mi
SW Canyon Rd	SW 110th Ave E	17,518	2018	0.17 mi
SW Beaverton Tigar...	SW Canyon Rd SW	15,422	2018	0.22 mi
SW Canyon Rd	SW Beaverton Tigar...	38,864	2012	0.22 mi
SW Canyon Rd	SW Beaverton Tigar...	41,004	2018	0.24 mi