

RETAIL BUILDING FOR SALE

RHODES BUILDING

521 OLD HICKORY BLVD, OLD HICKORY TN 37138



COMMERCIAL RETAIL BUILDING FOR SALE

KW COMMERCIAL | NASHVILLE

4101 Charlotte Avenue Unit D-160
Nashville, TN 37209

PRESENTED BY:

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521 OLD HICKORY BOULEVARD



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521 OLD HICKORY BOULEVARD

PROPERTY INFORMATION

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EXECUTIVE SUMMARY

521 OLD HICKORY BOULEVARD



OFFERING SUMMARY

UNITS:	4 Commercial - 2 Residential -3 Storage Units
BUILDING SF:	5,543 SF (Including Basement)
OCCUPANCY:	100%
POLICY CODE	T3 NC (Neighborhood Center)
LOT SIZE:	0.27 Acres
YEAR BUILT:	1930
FLOORS:	3
ZONING:	CS : Commercial Service

PROPERTY OVERVIEW

The Rhodes Building is a stunning structure located at 521 Old Hickory Boulevard in Tennessee. Its exterior is characterized by beautiful brickwork and refined detailing, while its interior is sophisticated and professional. The building is not only a symbol of architectural elegance but also serves as a hub for commerce, innovation, and community engagement. It remains a premier destination for those seeking to make their mark in the vibrant landscape of this historic town.

The Building consists of three floors, including a loft and basement, totaling +/-5,543 SF, split between four commercial, two residential, and three additional storage units at the rear. Contact the Broker for more details, including photos and floorplans.

PROPERTY DESCRIPTION

521 OLD HICKORY BOULEVARD



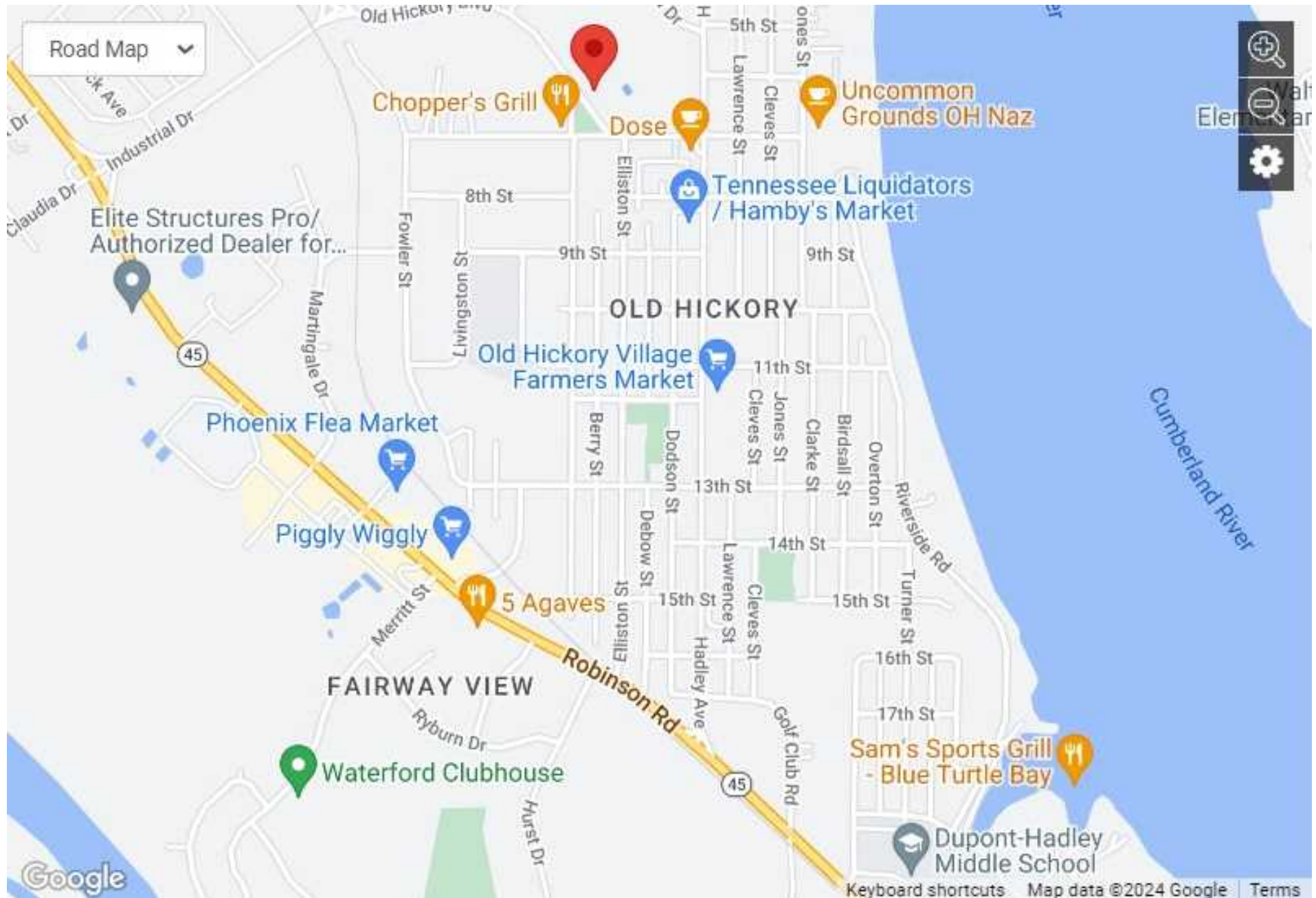
NEIGHBORHOOD DESCRIPTION

Old Hickory, Tennessee, embodies the serene charm of a small town steeped in history. Nestled along the Cumberland River, it exudes a rustic allure with its tree-lined streets and quaint neighborhoods. Named after President Andrew Jackson, affectionately known as "Old Hickory," the town echoes his legacy of resilience and strength. Its close-knit community fosters a sense of belonging, where neighbors greet each other with warmth. Amidst its picturesque landscapes, remnants of its industrial past stand tall, paying homage to its manufacturing heritage. From its scenic parks to its historic landmarks, Old Hickory exudes a timeless appeal, inviting visitors to experience its rich tapestry of culture and tradition.

Old Hickory, Tennessee, offers a delightful array of attractions and activities for visitors to enjoy. History enthusiasts can explore Andrew Jackson's Hermitage, the former home of the seventh U.S. president, or marvel at the engineering marvel of the Old Hickory Lock and Dam. Outdoor lovers can indulge in recreational pursuits along the picturesque Cumberland River, from fishing and boating to hiking along scenic trails. The town also boasts charming parks, local eateries serving up Southern cuisine, and quaint shops showcasing local art and crafts. With its blend of historical landmarks and natural beauty, Old Hickory promises an unforgettable experience for all.

PROPERTY PHOTOS

521 OLD HICKORY BOULEVARD



PROPERTY PHOTOS

521 OLD HICKORY BOULEVARD



WHY NASHVILLE

Top 10 City to
Live After the
Pandemic



#1 in
Metropolitan
Economic
Strength

POLICOM.COM

#5 Best City for
Jobs this Fall



#4 Friendliest
US City



Top 10 City
for Creatives

smartasset

RECENT RANKINGS

TRAVEL+
LEISURE

#11 Best City in
America



Top 20 City for
Best & Most
Improved
Housing Markets
in US

smartasset

#3 Best City
for Young
Professionals

Inc.

Top 10 Best
Places to Start a
Business

Forbes

Top 10 Cities
Americans are
Moving to

PROPERTY PHOTOS

521 OLD HICKORY BOULEVARD



NASHVILLE, TENNESSEE

Nashville is a growing and vibrant city. Nashville, also called Nashville-Davidson, city, capital (1843) of Tennessee, U.S., and seat (1784–1963) of Davidson county. Nashville lies on the Cumberland River in the north-central part of the state. Nashville has a 2024 population of 694,598.

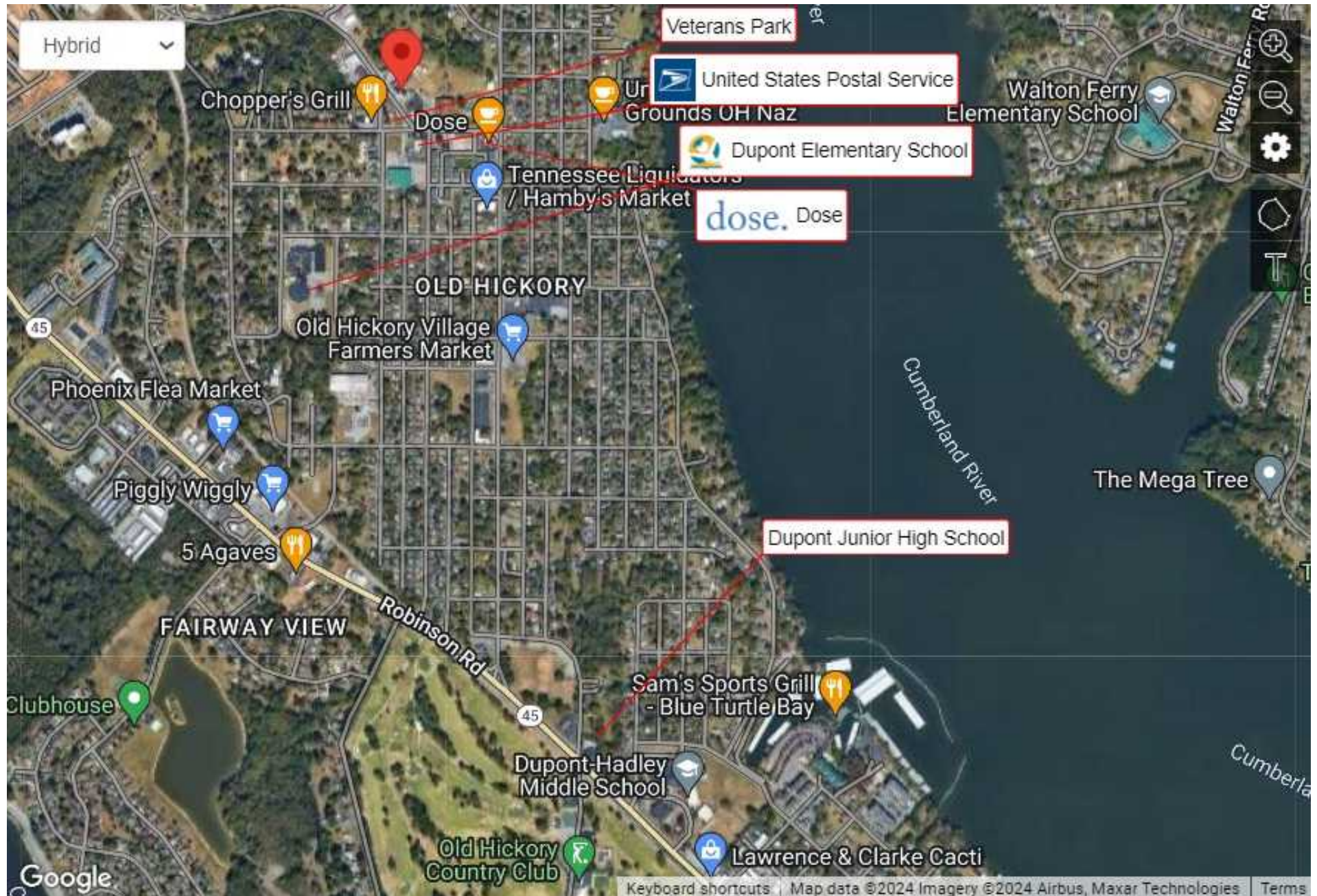
The Nashville region is home to more than 1.9 million people and more than 40,000 businesses. Many corporate headquarter giants call Middle Tennessee home, including Nissan North America, Bridgestone Americas, Dollar General, Hospital Corporation of America, Cracker Barrel, Dollar General and Gibson Guitar. A national hub for the creative class, Nashville has the strongest concentration of the music industry in America. Nashville is home to a diverse health care cluster with leaders in a number of industry niches that impact the health care landscape locally, nationally and internationally. More than 250 health care companies are headquartered in the Nashville region, making health care the region's largest industry.

Nashville is known around the world as Music City. With a diverse music and creative industry which includes all genres, Nashville has the highest concentration of music industry establishments in the nation. Advanced manufacturing thrives in Nashville because of the abundance of advantages that allow our celebrated manufacturing base to operate more efficiently and at a lower cost than almost anywhere in America. Nashville's location is unmatched for distribution, market research and competitive and affordable transportation costs. The area is centrally located, allowing businesses to reach domestic and international locations with ease and affordability. The Nashville area has become a "who's who" of top logistics and distribution firms.

The Nashville region is centrally located and offers expansive modes of transportation, allowing businesses to reach U.S. and international locations with ease and affordability. Nashville is one of only six U.S. cities with three major intersecting interstate highways. Highway systems in Tennessee are rated among the nation's best, offering exceptional connections for freight and commuting. Middle Tennessee is within 250 miles of one-third of all car and truck assembly in the United States, offering an ideal location for vehicle shipment.

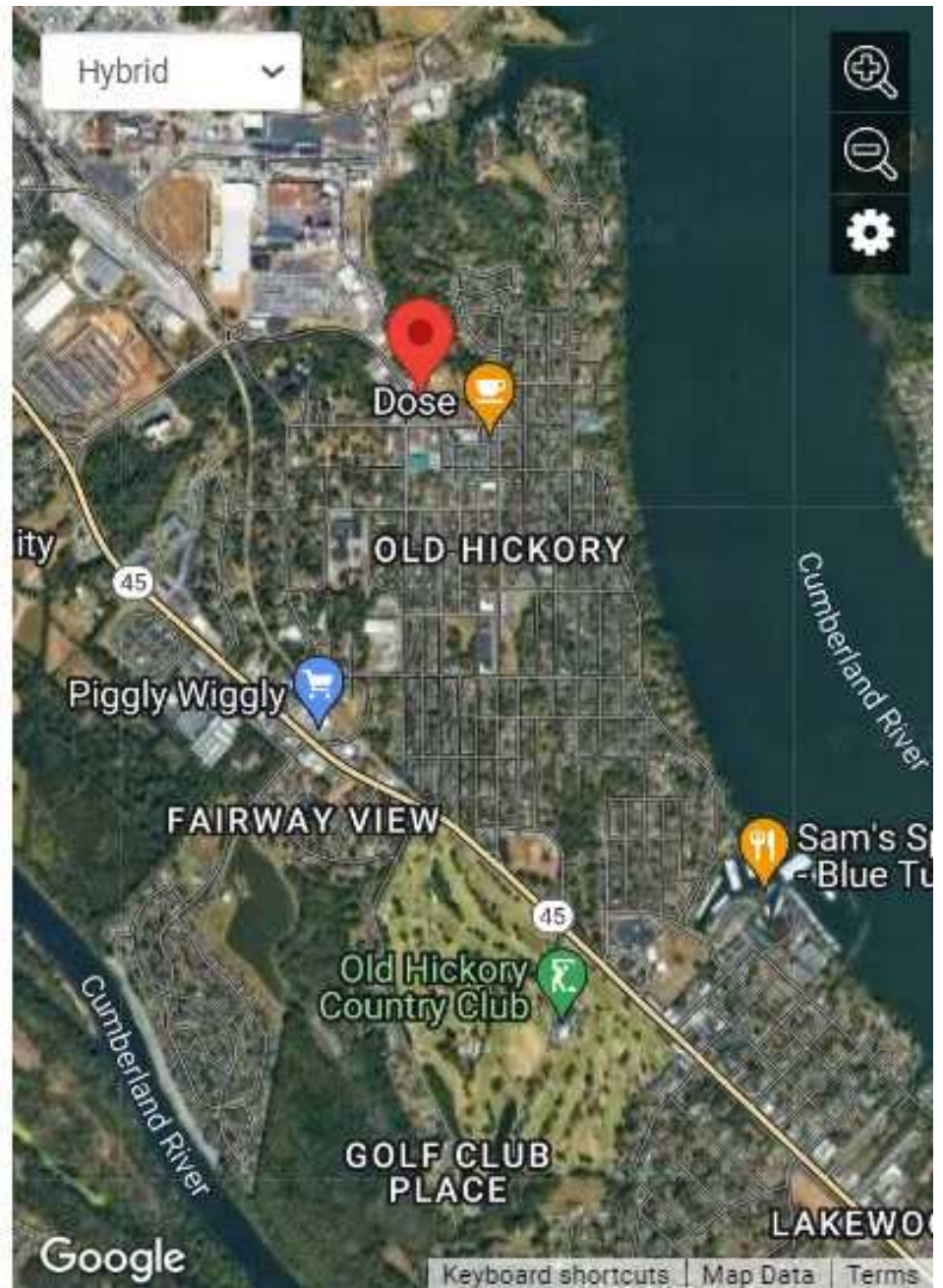
PROPERTY PHOTOS

521 OLD HICKORY BOULEVARD



PROPERTY PHOTOS

521 OLD HICKORY BOULEVARD



521 OLD HICKORY BOULEVARD

LOCATION INFORMATION

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T3-NC Suburban Neighborhood Center

Policy Intent

Enhance and create suburban neighborhood centers that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm.

General Characteristics

T3 Suburban Neighborhood Centers (T3-NC) areas are suitable for creating pedestrian- and bicycle-oriented services to meet some of the daily needs of the surrounding neighborhoods within a five-minute drive. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity. T3-NC areas are pedestrian-friendly areas, generally located at intersections of suburban streets and consist of the following:

- Mixed use, commercial, office, residential, and institutional land uses;
- Intensity generally placed within edges, not exceeding the four corners of an intersection of prominent streets;
- Buildings regularly spaced and generally built to the back edge of the sidewalk with minimal spacing between buildings;
- Parking generally behind or beside buildings or provided on-street;
- Consistent use of lighting;
- Generally formal landscaping; and
- Moderate to high levels of connectivity with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space.

EXAMPLES OF APPROPRIATE LAND USES*

- Mixed Uses
- Commercial
- Office
- Residential
- Institutional

ZONING*

- MUN-A, MUN
- CN-A, CL-A, CN, CL
- OR20, OR20-A
- ON, OL, SCN
- RM9-A, RM15-A, RM20-A
- Design-based zoning

BUILDING TYPES

- Manor House
- Low-Rise Townhouse
- Mid-Rise Townhouse
- Low-Rise Flat
- Mid-Rise Flat
- Low-Rise Mixed Use
- Mid-Rise Mixed Use
- Low-Rise Commercial

**Disclaimer: This information is provided as an aid for general reference and should not be construed as all data that may apply to each property. Users should independently verify the accuracy of the information.*

T3-NC Suburban Neighborhood Center

Application

T3-NC policy is applicable to areas where there is a concentration of land that is zoned, used, or intended to be used as commercial and mixed use, that is situated to serve a suburban neighborhood, and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access such as arterial-boulevard and collector-avenue streets.

Commonly used boundaries to define T3-NC areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses. Intensification takes place within the current boundaries of the center rather than through expansion of the policy. The application and boundary delineation of this policy are established during the Community Planning process.

Design Principles

Building Form and Site Design

The building form is in character with the existing T3 Suburban development pattern in terms of its mass, orientation, and placement. The building form also complements the adjacent neighborhoods that the center serves and the infrastructure to which it has access.

A mix of building types is expected with preference given to mixed use buildings. These buildings use land efficiently and contribute to the vitality and function of the center by providing opportunities to live, work, and shop. They also support both consumer business viability and the feasibility of public investments such as sidewalks and existing or planned transit. Commercial, office, institutional, and residential buildings are also found. Locations at prominent intersections are reserved for mixed use or non-residential development unless the applicant can document an appropriate, planning-based

reason for placing a solely residential building at such a location.

Massing – The massing of non-residential and mixed use buildings results in a footprint with moderate lot coverage. This may be achieved with individual, first-floor tenant space of 10,000 square feet or less, each with its own entrance(s). First-floor tenant space greater than 10,000 square feet may be considered in cases of exceptional development design that is especially attentive to:

- Strongly articulating the façade of large buildings and including such elements as windows and doors;
- Placing the parking in a manner that breaks up large expanses of pavement, provides for safe pedestrian movement, and deters speeding vehicles (parking standards below still apply);
- Orienting the large buildings and using smaller buildings to frame the large building in a manner that creates a town center environment that serves as a destination within the center; and
- Providing one or more areas of publicly accessible, usable, and inviting open space.

Orientation – Buildings, including entrances, are oriented to the street or to internal streets and drives, not onto parking.



Mixed use building at a prominent intersection

T3-NC Suburban Neighborhood Center

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order street. Property consolidation to create larger development sites within the may be needed to achieve adequate dimensions for building and site design that are consistent with this policy category. Development within the transitions along side streets that are between the T3-NC and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

Setbacks – Building setbacks are shallow and consistent and may be deep enough to allow two rows of parking (one drive aisle) or additional pedestrian access and areas for patios and street furniture. Spacing between buildings is minimal.

Building Height – Buildings of all types are generally one to three stories tall at any location within the center, but taller buildings may be found in limited instances. The appropriate height is based on the building type, surrounding context, architectural elements, and location within the center.

Consideration of taller heights is given based on the following factors:

- Proximity to other policy areas and the role of the building in transitioning between policies (see below for further details on transitions);
- Planned height of surrounding buildings and the impact on adjacent historic structures;
- Contribution the building makes to the overall fabric of the center in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;



Low-Rise Townhouses oriented to open space

- Prominence of the intersection on which the building is located, with locations at intersections of two arterial-boulevard streets being favored for taller buildings;
- Capacity of the block structure and rights-of-way to accommodate development intensity;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and
- Extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

Landscaping – Landscaping is generally formal. Street trees, shrubs, and planting strips are appropriate. In surface parking lots, landscaping in the form of trees, shrubs, and other plantings is provided.

Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the street are constructed from materials that manage property access and security

T3-NC Suburban Neighborhood Center

while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Native plants and natural rainwater collection are used to minimize maintenance costs and the burden on infrastructure.

Parking – Parking is provided on-street or on-site on surface lots. When provided on-site, one row of parking may be allowed between the building and the street. The remaining parking is behind or beside the building. Limited parking is allowed beside the building and is designed to cause minimal disruption to the street wall created by buildings. Parking is screened from view of the street and from view of abutting residential properties. When establishing parking quantities, other design principles and community plan policies are not compromised. Shared parking is encouraged. Bicycle parking is provided. The use of pervious pavement and additional LID stormwater management techniques beyond those required are strongly recommended.

Signage – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the center or the streetscape. The design and location of signage complements and contributes to the envisioned character of the center. Signage is generally scaled for vehicles, and monument signs are appropriate. Appropriate signage scaled for pedestrians includes building-mounted signs, projecting signs, or awning signs. Any lighting on signage is minimal.

Transitioning

Adjacent Neighborhoods - Building form on the edges complements the adjacent neighborhoods that the center serves and the infrastructure to which it has access.

Higher Intensity – Buildings at the edges form transitions in scale and massing where it adjoins lower-intensity policy area. Thoughtful attention should be given to the placement and orientation of buildings within these edges as they relate to their surroundings.

Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T3-NC areas:

- Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types including courtyard flats, quads, triplexes, detached accessory dwellings, etc.;
- Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- Are separated from lower-intensity areas by rear alleys or service lanes; and
- Have articulated façades that face lower-intensity policy areas.

Connectivity

Access – Access is generally provided from an arterial-boulevard or collector-avenue street or alley or rear service lane. Shared access is used to avoid multiple curb cuts and limit pedestrian and vehicular conflicts. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments within a center is required. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites.

Block Length – Blocks are linear with moderate distance between intersections.

Pedestrian/Bicycle – Pedestrian and bicycle connectivity to surrounding neighborhoods and existing or planned transit is high and is provided in the form of sidewalks, bikeways, and greenways. Pedestrian connectivity within the center is high giving customers arriving by automobile the opportunity to park and walk from business to business. Sidewalks are present within

T3-NC Suburban Neighborhood Center

the center, and clearly marked crosswalks are provided at intersections, through parking lots, and at vehicular access points to distinguish the pedestrian zone from the vehicular zone. Bicycle connectivity is provided in the form of on-road facilities.

Transit - Access to existing or planned mass transit is provided in convenient locations in concert with sidewalks and bikeways.

Vehicular – Vehicular connectivity to surrounding neighborhoods is moderate. The impact of connectivity to the center on adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices. Connectivity within the center is provided through coordinated access and circulation.

Zoning

The following is a list of zoning districts that may be appropriate within a given T3-NC area subject to the applicant's ability to prove that the requested zoning district is consistent with for the other provisions of T3-NC policy that are described above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will

be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3-NC policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- MUN-A, MUN
- CN-A, CL-A, CN, or CL may be appropriate in certain circumstances depending on factors
- OR20, OR20-A
- ON, OL, or SCN may be appropriate in certain circumstances depending on factors
- RM9-A, RM15-A, or RM20-A may be appropriate based on locational characteristics of the subject property
- Design-based zoning

Other existing or future zoning districts may be appropriate based on the locational characteristics and surrounding context of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed in which the site is located.



Legend

- Lawn
- Asphalt Paving
- Concrete Paving
- Conservation Buffer
- Community Center Parking
- Existing Stream
- Property Line
- Proposed Canopy Tree
- Proposed Ornamental Tree
- Proposed Street Tree
- Existing Tree
- Stone Steps

- A Existing Sidewalk
- B Outdoor Classroom
- C Fitness Stations
- D Sloping Lawn/Amphitheater Area
- E Pedestrian Bridge
- F Paved Nature/Fitness Trail
- G Trailhead Kiosk
- H Medium Pavilion (34'x24')
- I Raised Pedestrian Crossing/Speed Hump
- J Small Pavilion (20'x20')
- K Community Center Pervious Parking
- L Pickup/Drop-off Area
- M Community Center
- N Multi-Sport Court
- O Kids Flex Court
- P Cell Tower (To Remain)
- Q Playground
- S Multi-Use Lawn
- T Retaining Wall
- U Bioretention
- V Improved Streetscape with Parallel Parking



Illustrative Site Plan

Old Hickory Community Center Improvements



- A** Nature Play
- B** 6-23 Month Old Playground
- C** 2-5 Year Old Playground
- D** 5 Years and Up Playground
- E** Small Pavilion
- F** Kids Flex Court
- G** Fence
- H** Park Entry Sign
- I** Seat Wall

Legend

- Lawn
- Asphalt Paving
- Concrete Paving
- Conservation Buffer
- Community Center Parking
- Existing Stream
- Property Line
- Proposed Canopy Tree
- Proposed Ornamental Tree
- Proposed Street Tree
- Existing Tree

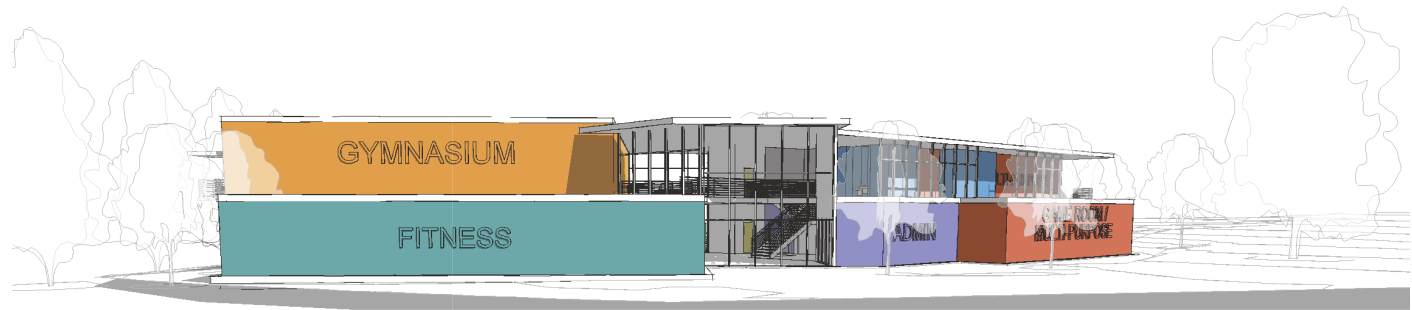


COMMUNITY CENTER RENDERINGS

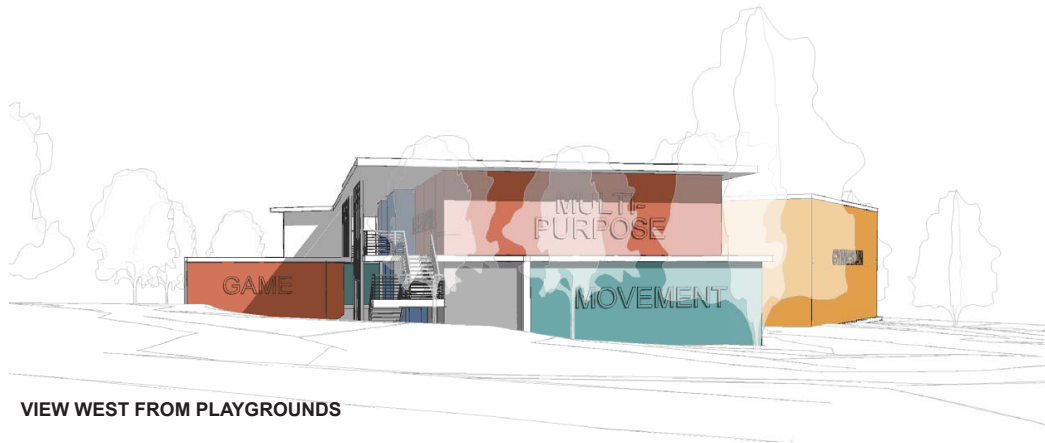
521 OLD HICKORY BOULEVARD



EAST VIEW APPROACH ALONG DONELSON AVE



VIEW NORTH FROM DONELSON AVE TO MAIN ENTRY



VIEW WEST FROM PLAYGROUNDS

Conceptual Building Perspectives

Total Building Area: Approx. 27,400 SF



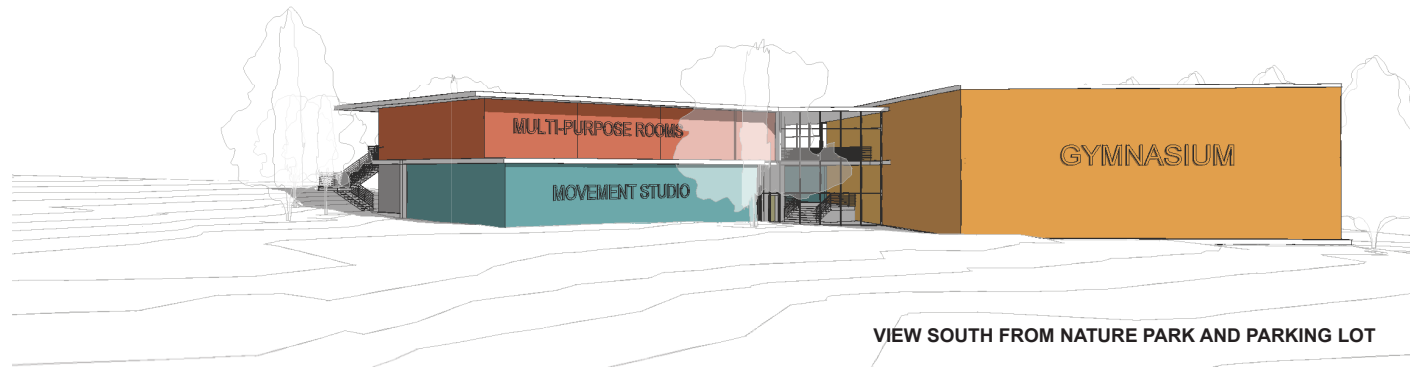
Old Hickory Community Center Improvements

COMMUNITY CENTER RENDERINGS

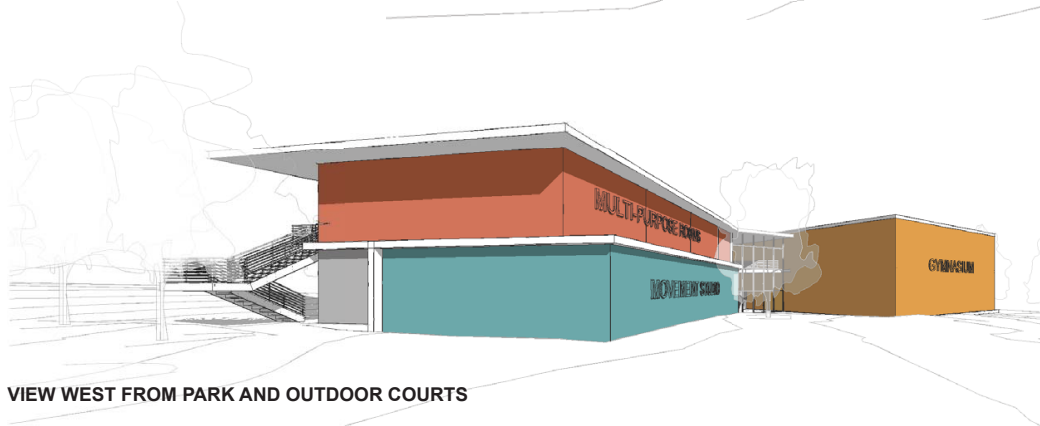
521 OLD HICKORY BOULEVARD



WEST VIEW APPROACH ALONG DONELSON AVE



VIEW SOUTH FROM NATURE PARK AND PARKING LOT



VIEW WEST FROM PARK AND OUTDOOR COURTS

Conceptual Building Perspectives

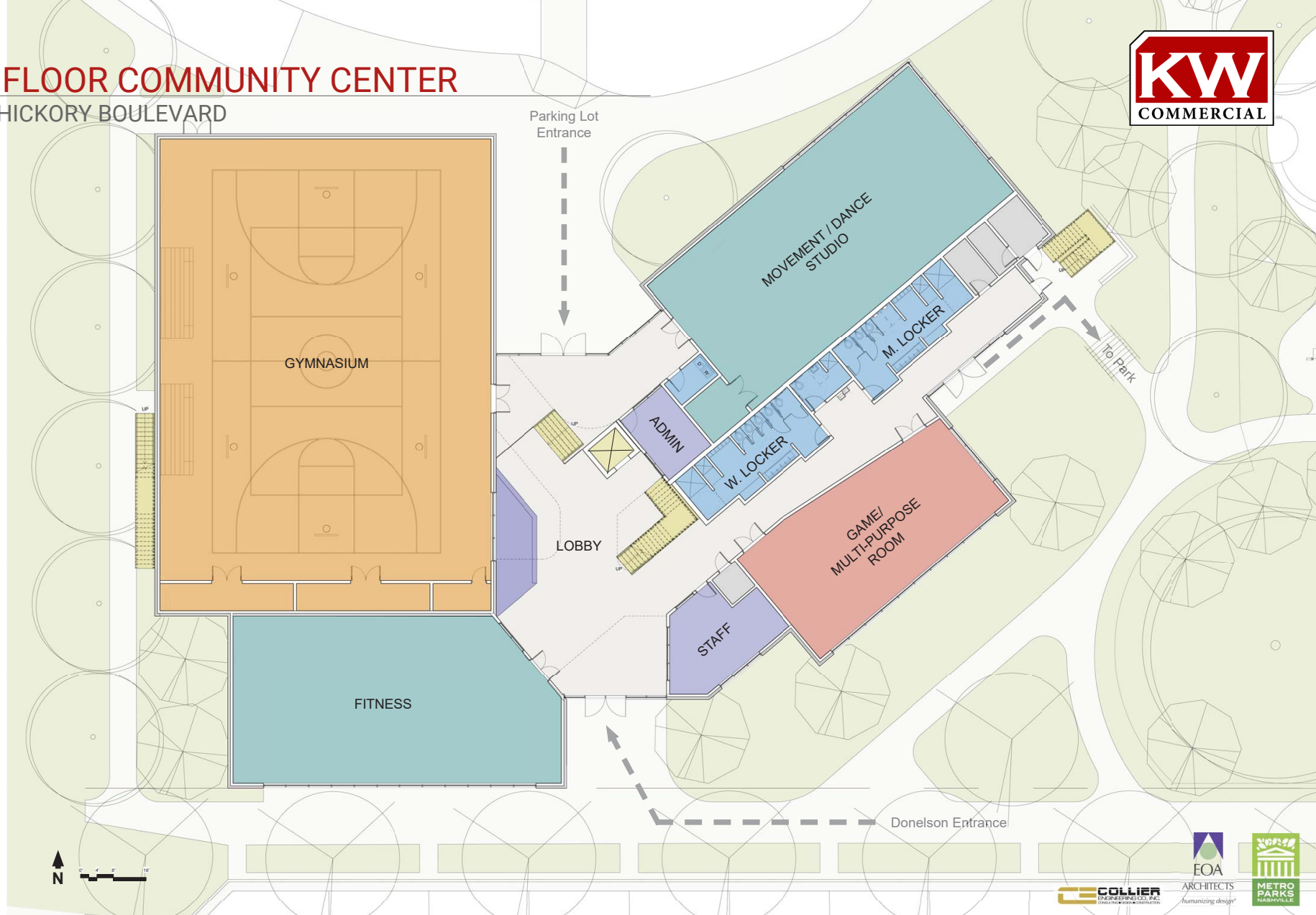
Total Building Area: Approx. 27,400 SF



Old Hickory Community Center Improvements

FIRST FLOOR COMMUNITY CENTER

521 OLD HICKORY BOULEVARD



Conceptual Floor Plan | Level 1

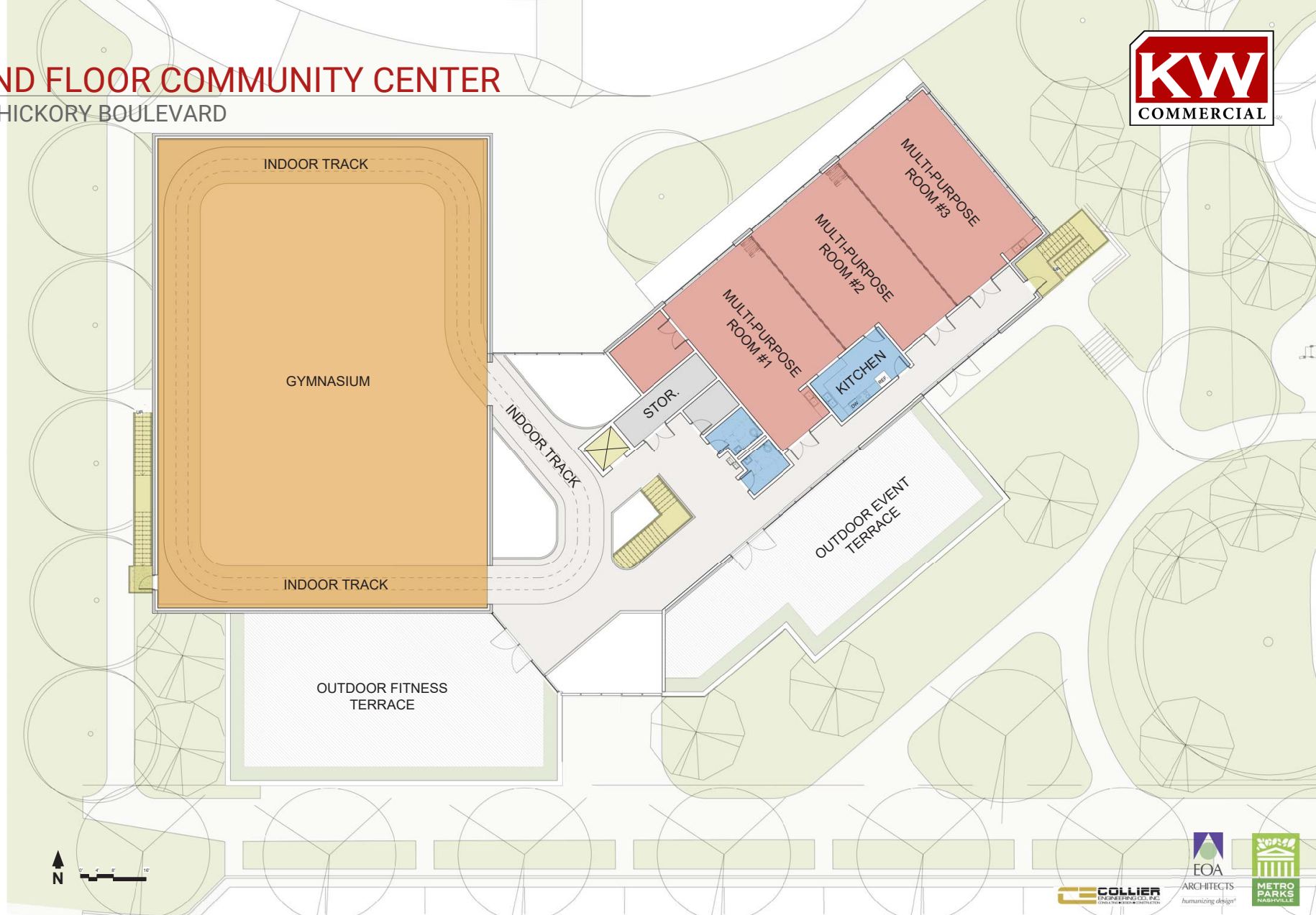
Total Building Area: Approx. 27,400 SF

Old Hickory Community Center Improvements



SECOND FLOOR COMMUNITY CENTER

521 OLD HICKORY BOULEVARD



Conceptual Floor Plan | Level 2

Total Building Area: Approx. 27,400 SF

Old Hickory Community Center Improvements





521 OLD HICKORY BOULEVARD

SALE COMPARABLES

4

SALE COMPARABLES 29

SALE COMPARABLES

521 OLD HICKORY BOULEVARD



SALE COMPARABLES

521 OLD HICKORY BOULEVARD



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A photograph of the Rhodes Building, a two-story commercial structure with a light-colored facade and a dark roof. It features a prominent gabled section with a dormer. The building is situated on a street corner with a paved parking lot in the foreground and some landscaping.

Sale Price	\$1,500,000
Spaces	5
Acres	0.270
Cap Rate	2.81%
Year Built	1930

Rhodes Building

521 Old Hickory Boulevard, Nashville, TN 37138

1

A photograph of the Bridgeway Office Building, a single-story commercial building with a red brick exterior and a gabled roof. It has two large windows on the front facade. The building is located in a parking lot with other vehicles visible in the background.

Sale Price	\$375,000
Spaces	1
Rentable SF	3,729
Price/SF	\$100.56
Acres	0.480
Year Built	1950
Sale Date	6/9/2023

Bridgeway Office Building

207 Bridgeway Avenue, Nashville, TN 37138

Notes

Sold Vacant

SALE COMPARABLES

521 OLD HICKORY BOULEVARD



2



Sale Price	\$615,000
Spaces	1
Rentable SF	3,023
Price/SF	\$203.44
Acres	0.170
Year Built	1936
Sale Date	11/17/2023

Retail Building

2209 Old Hickory Boulevard, Nashville, TN 37138

Notes

Vacant and remodeled in 2019

3



Sale Price	\$440,000
Spaces	1
Rentable SF	3,238
Price/SF	\$135.89
Acres	0.350
Year Built	1973
Sale Date	1/5/2024

Dentist Office- REO

1511 Robinson Road, Nashville, TN 37138

Notes

Bank Owned- REO

SALE COMPARABLES

521 OLD HICKORY BOULEVARD



4



Sale Price	\$1,600,000
Spaces	1
Rentable SF	3,456
Price/SF	\$462.96
Acres	0.950
Year Built	1999
Sale Date	6/28/2023

***Dark* Regions**

1400 Robinson Road, Nashville, TN 37138

Notes

Previously Regions Bank- Sold Vacant

SALE COMPARABLES

521 OLD HICKORY BOULEVARD



S Rhodes Building
521 Old Hickory Boulevard
Nashville, TN, 37138
\$1,500,000

4 *Dark* Regions
1400 Robinson Road
Nashville, TN, 37138
\$1,600,000

1 Bridgeway Office Building
207 Bridgeway Avenue
Nashville, TN, 37138
\$375,000

2 Retail Building
2209 Old Hickory Boulevard
Nashville, TN, 37138
\$615,000

3 Dentist Office- REO
1511 Robinson Road
Nashville, TN, 37138
\$440,000



521 OLD HICKORY BOULEVARD

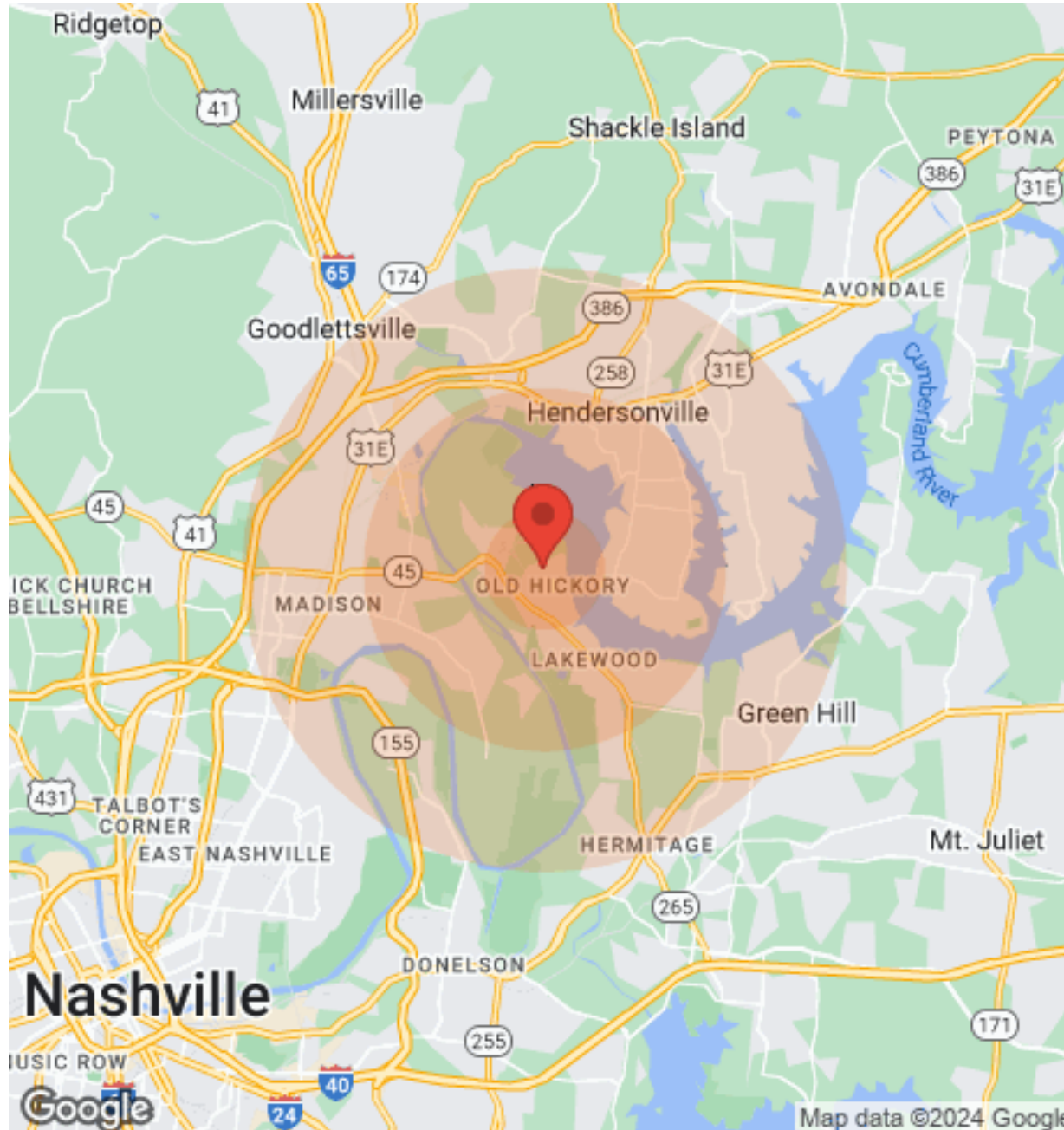
DEMOGRAPHICS

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DEMOGRAPHICS 35

DEMOGRAPHICS

521 OLD HICKORY BOULEVARD



Population	1 Mile	3 Miles	5 Miles
Male	1,996	20,096	58,359
Female	2,213	21,053	61,516
Total Population	4,209	41,149	119,875

Age	1 Mile	3 Miles	5 Miles
Ages 0-14	798	8,323	23,647
Ages 15-24	462	5,288	15,199
Ages 25-54	1,703	16,379	47,282
Ages 55-64	561	5,091	14,934
Ages 65+	685	6,068	18,813

Race	1 Mile	3 Miles	5 Miles
White	3,927	32,037	94,492
Black	207	6,294	17,629
Am In/AK Nat	N/A	30	70
Hawaiian	N/A	22	30
Hispanic	83	4,135	10,510
Multi-Racial	150	5,162	13,816

Income	1 Mile	3 Miles	5 Miles
Median	\$33,747	\$39,590	\$48,516
< \$15,000	398	3,361	6,831
\$15,000-\$24,999	239	1,877	4,897
\$25,000-\$34,999	263	1,963	5,583
\$35,000-\$49,999	289	2,573	8,737
\$50,000-\$74,999	348	3,669	10,708
\$75,000-\$99,999	238	1,884	6,281
\$100,000-\$149,999	71	1,040	4,571
\$150,000-\$199,999	26	332	1,078
> \$200,000	16	419	1,414

Housing	1 Mile	3 Miles	5 Miles
Total Units	2,179	19,309	55,574
Occupied	1,983	17,578	51,203
Owner Occupied	1,293	10,886	32,560
Renter Occupied	690	6,692	18,643
Vacant	196	1,731	4,371