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**Available**  
Urban Infill  
Assemblage For Sale



# Corner of North Brevard Street & Charles Avenue

Charlotte, NC 28205



## LOCATION



## ABOUT

This property is an excellent multi-family or mixed-use development site located on the corner of North Brevard Street and Charles Avenue in historic North Davidson, the arts district of Charlotte, known by locals as 'NoDa.' It is easily accessible by the planned Lynx Light Rail Blue Line Extension and is conveniently located in close proximity to I-77, I-277, and Uptown Charlotte.

## SITE ATTRIBUTES

- +/- 1.67 Acres
- Zoning: I-2, R-22
- Parcel IDs: 08306803, 08306804, 08306805, 08306806, 08306807, 08306822
- Call for Pricing



## NORTH DAVIDSON

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Known as the arts district of Charlotte, NoDa offers an array of galleries and art crawls. It is a hub for entertainment with several music venues and numerous restaurants, breweries and retail shops. In recent years, the area has seen growth as a residential neighborhood as well with many single family home renovations and mixed-use projects underway.

[www.noda.org](http://www.noda.org)

## NOTABLE PROJECTS

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- Chadbourne Mill - Recently purchased by Faison Properties for a planned mixed-use development and located near the 25th Street light rail stop.
- Crescent NoDa - 344-unit apartment community at the 36th Street light rail stop. The project will also include up to 7,500 square feet of street-level retail.
- Flywheel Group 15.5 Acre Mixed-Use - Located along Matheson Avenue and Chick Godley Road adjacent to the light rail and the Cross Charlotte Trail greenway, the project is proposed to include office, retail and residential units.



NoDa



## DEMOGRAPHICS

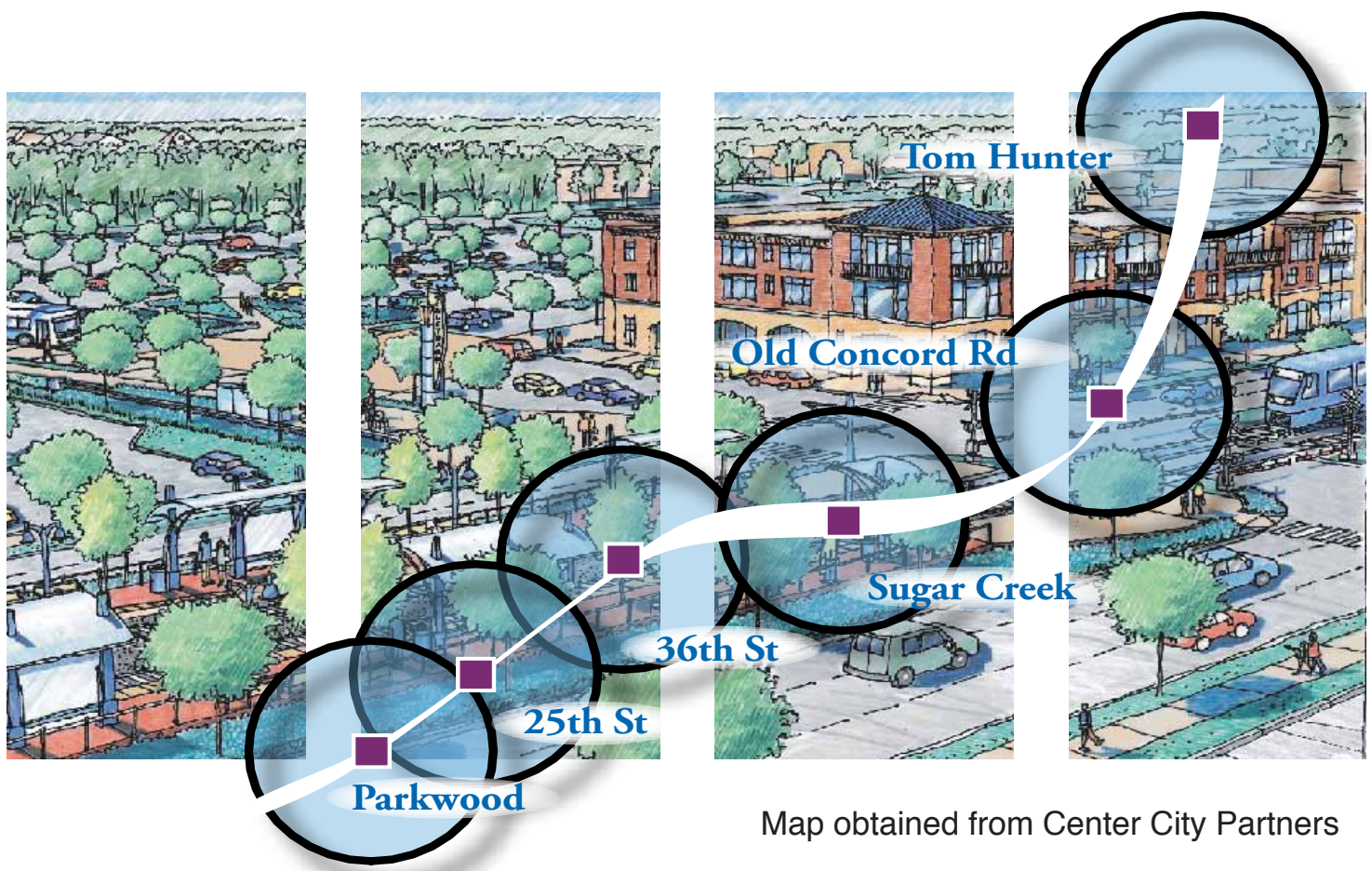
	1 Mile	3 Miles	5 Miles
Population	9,166	92,463	240,070
Avg HH Income	\$45,657	\$58,318	\$60,262
Daytime Population	13,420	194,406	361,586

## BLUE LINE EXTENSION

LYNX Blue Line Extension is currently under construction with an estimated completion of 2017. The line will connect Center City Charlotte with UNC Charlotte in NE Charlotte.

[Blue Line Extension Video - Vimeo](#)

[More Blue Line Extension Information](#)

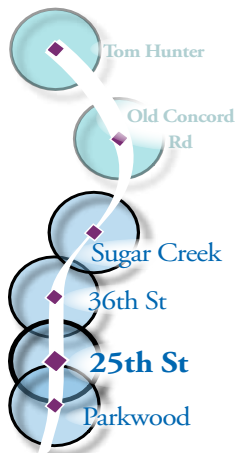


# BLUE LINE EXTENSION



**BLE  
Transit Station  
Area Plan**

## Concept Plan Land Use & Key Community Design

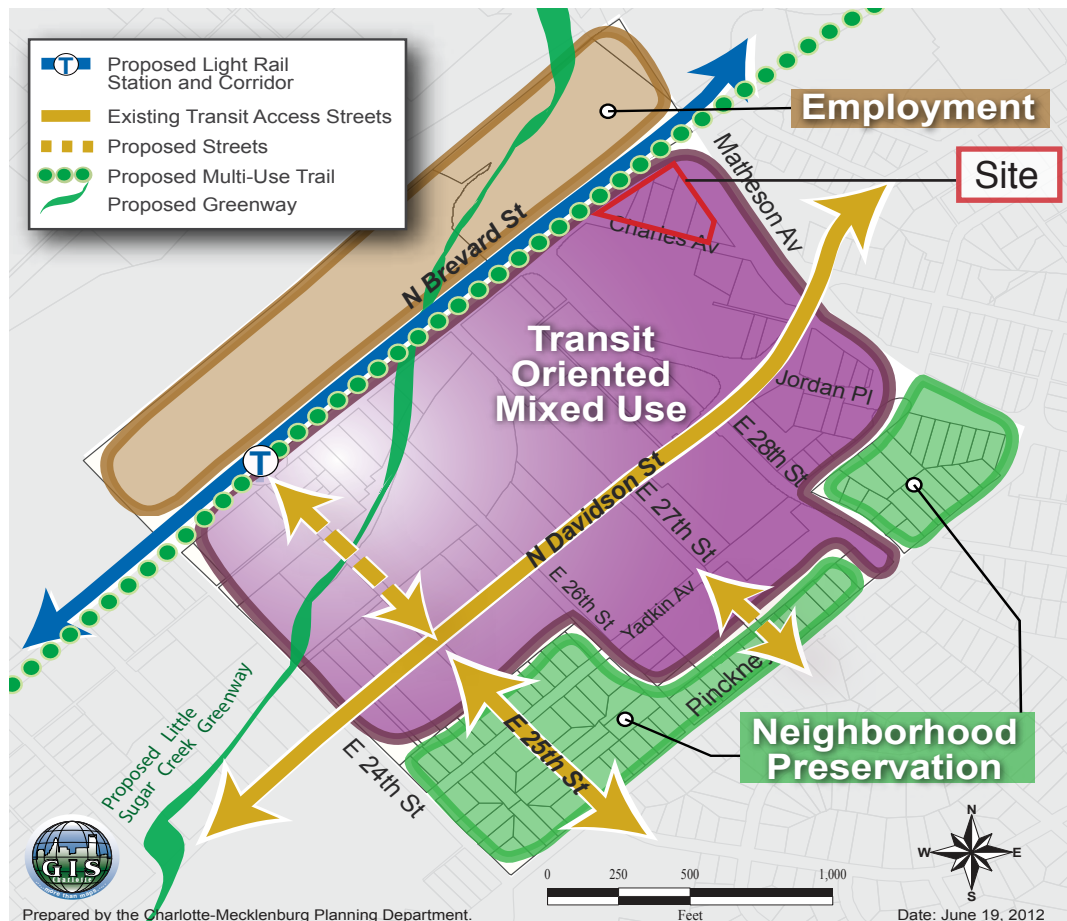


*Photos shown are examples of the Concept Map's recommended pattern of development and preservation for the 25th Street Station plan area.*

## 25th STREET TRANSIT STATION AREA

**Map 6: CONCEPT MAP**

■ Urban Station



## 25th Street Development Concept

**Map 6: Concept Map**, illustrates the recommended development pattern for the plan area. As illustrated, opportunities for more intense, transit supportive development are recommended for the area between 24th Street and Matheson Avenue, with the exception of the low density residential area north of Pinckney Avenue. The area on the rail yard side of the rail line is expected to remain predominantly industrial or employment based land uses. This development pattern will be supported by improvements to enhance the accessibility and safety for pedestrians, vehicles and cyclists. These enhancements include the development of a multi-use path along this section of the rail line.



*Blue Line Extension Transit Station Area Plan*

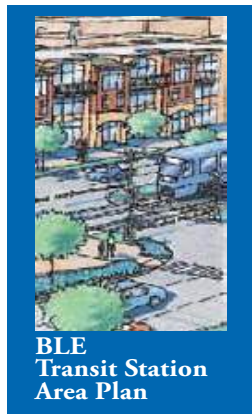
**CONCEPT PLAN**

Charlotte-Mecklenburg Planning Department

May 13, 2013



# BLUE LINE EXTENSION CON'T.



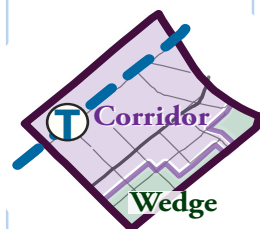
## Concept Plan Land Use & Key Community Design

### Recommended Land Use

- Low Density Residential
- Transit Supportive Uses
- Office/Retail/Industrial-Warehouse-Distribution

### Current and Future Amenities

- Proposed Transit Station and Rail Line
- Active Ground Floor
- Proposed Street Connection
- Proposed Multi-Use Trail
- Proposed Little Sugar Creek Greenway
- 1/4 Mile Walking Distance
- 1/2 Mile Walking Distance
- FEMA 100 Year Floodplain



## 25th STREET TRANSIT STATION AREA

### Map 7: DEVELOPMENT PLAN

■ Urban Station



## 25th Street Land Use & Key Community Design

This section sets forth land use and community design recommendations for the 25th Street plan area. An overview of the street network is also included.

The 111 acre area is divided into three distinct districts:

- **Transit Station Area**  
the portion of the Northeast **Growth Corridor** southeast of Brevard Street, east of Matheson Avenue, west of East 24th Street and north of Yadkin Avenue;
- **General Corridor Area**  
the area north of North Brevard Street and adjacent to the rail yard between East 24th Street and Matheson Avenue;
- **Wedge Neighborhood Area**  
the portion of the Northeast **Wedge** is just south of Yadkin Avenue.

The land use recommendations are shown on **Map 7: Development Plan**. The recommendations, described on the following page, are cross-referenced using the item numbers in the Implementation section of this plan.

Blue Line Extension Transit Station Area Plan

May 13, 2013

Charlotte-Mecklenburg Planning Department

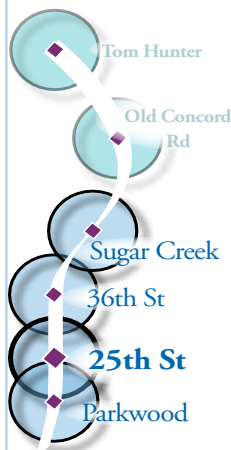
CONCEPT PLAN

# BLUE LINE EXTENSION CON'T.



**BLE  
Transit Station  
Area Plan**

## **Concept Plan Land Use & Key Community Design**



*Vibrant businesses  
attract local and  
regional customers.*

## **25th Street Transit Station Area**

The Transit Station Area encompasses 60 acres. The station's close proximity to the NoDa community increases opportunities for additional residential and employment uses in the area. The recommendations in this section support infill development.

### **Land Use & Key Community Design Policies**

**L-1** Promote a mix of transit-supportive land uses (residential, office, retail, civic/institutional uses and park/open space) within the Transit Station Area through new development and redevelopment.

- Ensure that scale, massing and height of new development/redevelopment is sensitive to existing neighborhood development.

**L-2** Provide active ground floor non-residential uses, such as small scale retail and/or office, along North Davidson Street from East 24th Street to East 27th Street and along East 26th Street from North Davidson Street to North Brevard Street. To be most accessible to transit users, design these ground floor uses to include clear glass windows and doors and entrances that front on and connect to the sidewalk.

**L-3** A portion of this area is located within the FEMA 100-year floodplain for Little Sugar Creek with predominantly industrial land use uses. Where appropriate, greenway dedication should be made as development occurs. Parcels that redevelop are appropriate for transit supportive land uses. (An alternative alignment for the greenway could be the proposed abandoned rail corridor located from 25th to Brevard streets.)

## **General Corridor Area**

The area north of North Brevard Street and adjacent to the rail yard between East 24th Street and Matheson Avenue is expected to remain predominantly industrial and employment based land uses.

### **Land Use & Key Community Design Policies**

**L-4** Maintain employment based land uses, such as industrial, office and retail uses on the parcels north of North Brevard Street and adjacent to the rail yard between East 24th Street and Matheson Avenue. This area has functioned as the intermodal yard.

## **Wedge Neighborhood Area**

The residential portion of the Villa Heights neighborhood is located in a Wedge area along Yadkin Avenue between East 24th Street and Jordan Place. This portion of the neighborhood includes low density residential, typically single family, neighborhood-scale retail and civic uses. The following recommendations are designed to protect the predominantly low density residential character of the neighborhood, while allowing for redevelopment in selected locations.

### **Land Use & Key Community Design Policies**

**L-5** Maintain the low density residential portion of the existing neighborhoods at a density up to 6 dwelling units per acre. Moderate density residential consistent with the existing character of the area may be considered on a case by case basis.

**L-6** Support infill non-residential development that serves as a transition between the Transit Station Area and Wedge. Preferred non-residential uses should be predominantly residential, blend with existing character of the area and/or include small scale office or retail uses.

*Blue Line Extension Transit Station Area Plan*

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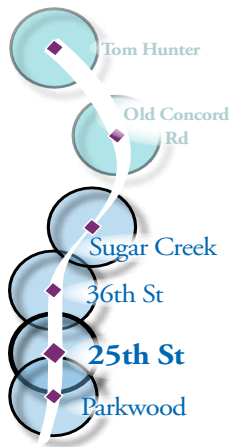
May 13, 2013

# BLUE LINE EXTENSION CON'T.



**BLE  
Transit Station  
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## Concept Plan Land Use & Key Community Design

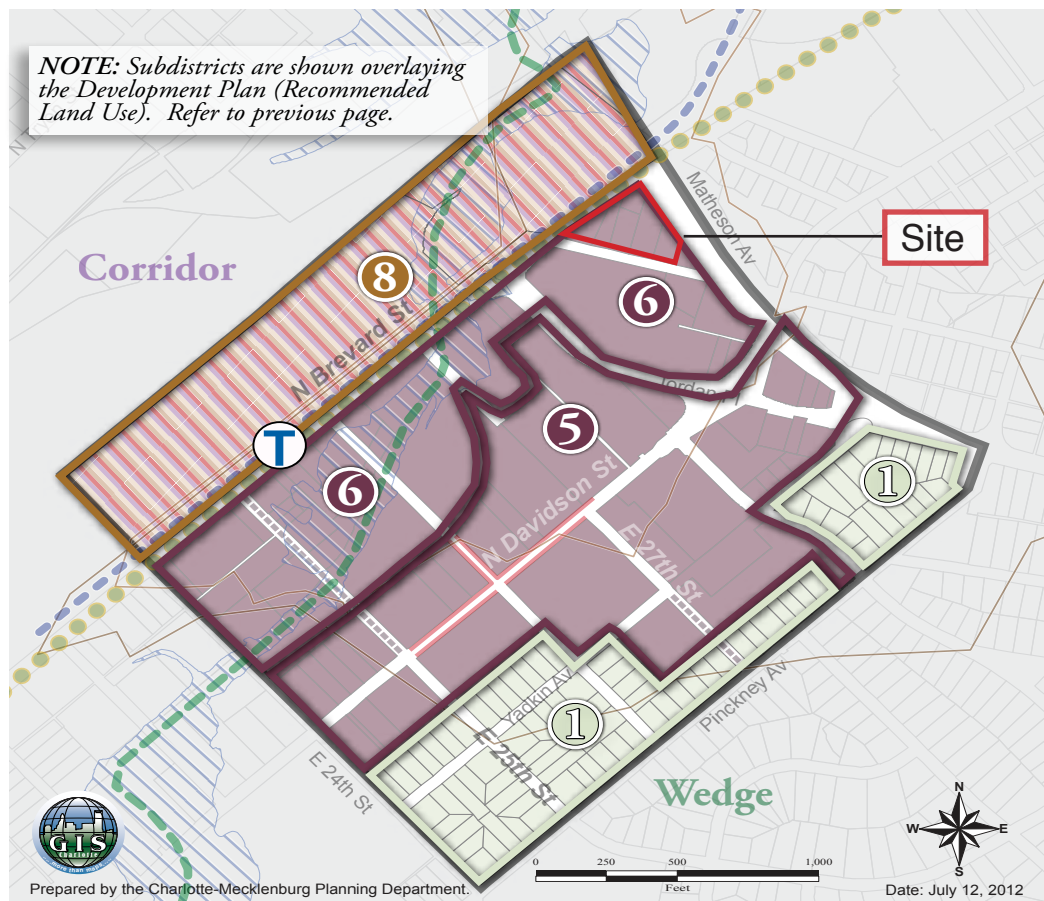


## 25th STREET TRANSIT STATION AREA

### Map 8: STRUCTURE PLAN

■ Urban Station

*NOTE: Subdistricts are shown overlaying the Development Plan (Recommended Land Use). Refer to previous page.*



## SUBDISTRICTS

Subdistrict	Desired Uses	Typical Building Types	Desired Height
①	Low Density Residential	Single Family Houses, Duplexes, Triplexes, Quadraplexes	Up to 40'
②	Moderate Density Residential	Single Family Houses, Duplex, Triplex, Quadraplex	Up to 50'
③	Low Intensity Office/Residential	Single Family Houses, Vertical Mixed Use	Up to 50'
④	Transit Supportive Uses – Predominately Residential	Vertical Mixed Use, Single Family Houses, Duplex, Triplex, Quadraplex	Up to 60'
⑤	Transit Supportive Uses	Vertical and Horizontal Mixed Use, Retail	Up to 50'
⑥	Transit Supportive Uses	Vertical and Horizontal Mixed Use, Retail	Established by Ordinance Requirements
⑦	Low Intensity Office/Retail/Single Family Homes	Vertical and Horizontal Mixed Use, Retail	Up to 50'
⑧	Manufacturing, Storage, Distribution-Shipment, Office, Retail, Truck Transport	Industrial, Manufacturing, Warehouse, Office	Up to 50'
⑨	Civic/Institutional	Schools, Government Offices, Museums, Community Centers	Up to 40'
⑩	Open Space/Park/Recreation	Open Space, Passive and Active Recreation	Up to 40'

*Subdistricts shown in gray text are not recommended for this station area.*

*Blue Line Extension Transit Station Area Plan*

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For more information please contact:  
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