

# NOTIFICATION FOR SERVICE FOR THE TOWN OF HUNTERSVILLE BOARD OF ADJUSTMENT

1/25/16 mff

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BACKGROUND INFORMATION			
NAME JAMES !. Nix	N		HOME PHONE 704.948.1365 CELL PHONE 203.554.0391
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PRESENT OCCUPATION POLICY	TS OR ETJ?	dunters	ville, NC 28078
PRESENT OCCUPATION Refire	1 Corp. 12x.	ec.	WORK PHONE
EMAIL ADDRESS Jim Nixon	DE OC	./	
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APPROXIMATE HOURS AVAILABLE	PER MONTH F	OR SERVIN	G ON ADVISORY BOARD 60 max
NAME OF ANY TOWN OR COUNTY BEERVING ON:	OARDS/COMM	IITTEES/CO	MMISSIONS YOU ARE PRESENTLY
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, the undersigned, understand this application and	d attached question	nnaire will be l	cent on the active file for a two (2) years and
only.	•		2 / 2 / 2
(S) (S) (S)			7/23/16
(Signature of Applicant)			(Date)



### **QUESTIONNAIRE**

To assist the Board of Commissioners in making appointments to the Board of Adjustment, please respond briefly to the following questions. There is no right or wrong answer. Your responses will provide a framework for discussion with the Mayor and Commissioners.

Overview: The Board of Adjustment consists of Regular and Alternate Members appointed by the Board of Commissioners. The Regular membership shall consist of six (6) members who reside within the corporate limits, and one (1) extraterritorial member. The number of Regular members appointed who reside in the extraterritorial zoning jurisdiction ("ETJ") shall at a minimum meet the requirement of NCGS §160A-362 for proportional representation, but shall in no instance be less than one (1). The Alternate membership shall consist of at least two (2) members who reside within the corporate limits, with the remaining alternate member residing in either the corporate limits or the ETJ.

The Board's primary function is to act upon variances, which are specific requests for deviation from the strict letter of the law of the Huntersville Zoning Ordinance. As an example, picture a property with a stream running through it thirty feet back from the road. If the Zoning Ordinance requires that every new house must be set back thirty feet from the road, the property owner is faced with a hardship and may request a variance. The Board of Adjustment acts quite literally as a court, with evidence presented, petitioners sworn in, and strict rules followed to determine if indeed a hardship exists. The Board considers the facts relative to the petition and formulates a legally-binding ruling.

1.	Please describe the areas of community service in which you have participated, in Huntersville or elsewhere.							
	See /	Affached	ela boras	fion -	- Section			
2.	Briefly describ	e your vision for	Huntersville in	n the nex	10 to 15 years.	What factor	s during that time will	
	shape the grow	th of our commun	nity?					
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4.	With rapid development occurring in Huntersville and the surrounding area, the character and growth patterns of our community are changing rapidly. Please discuss briefly any problems that you perceive anything that you would like to change, and/or anything you find particularly appropriate to Huntersville.						
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TOWN OF HUNTERSVILLE ATTN: Michelle Haines P.O. BOX 664 HUNTERSVILLE, NC 28070

For more information on the responsibilities of various advisory bodies, applicants may contact the Planning Department at (704) 875-7000.

Thank you for completing the application and questionnaire. Please return them to the Huntersville Planning Department

1/23/16

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## Attachments to Huntersville Application for appointment to the Town Board of Adjustment

### A. **Education**

- a. Carnegie--Mellon University BSME
- b. Graduate studies in Advanced Math & Nuclear Engineering at the University of Cincinnati
- c. Graduate studies in Business Administration at Union College, Schenectady, NY
- d. Graduate studies in Financial Management & Control The Wharton School /University of Pennsylvania

### B. **Business and Civic Experience**

My business experience consists of the following; Nuclear Design Engineer at the Knolls Atomic Power Laboratory in Schenectady, NY; Director of Equal Opportunity & Minority Relations for GE Corporation; District Sales Manager for GE Electric Power Distribution Div. – Detroit District; VP and Director of Equal Opportunity Operations ((Global) for ITT Corporation; Director of Affirmative Action and Minority Supplier Development for the Metropolitan Transportation Authority of New York; Owner, President & CEO of Inline Brake Manufacturing Corp; Managing Director – Beacon Partners, Inc.

My Civic experiences include: (i) Chair – Urban Redevelopment Commission of Stamford, CT; (ii) Vice Chair- Stamford Old Town Hall Redevelopment Authority, and(iii) Board Member of the Mill River Park and Corridor Consortium (Stamford, CT also).

C. <u>My areas of expertise and interests/skills</u> center on Urban Design at all levels, from city layout to traffic control, rain water management, and waste disposal, as well as economic development associated with the creation of job

opportunities and continuing education in the area. I also have extensive experience in the management of Human Resources at all levels.

### D. <u>Community Service in which I've participated, in Huntersville or</u> elsewhere.

My wife and I relocated here from Stamford, CT slightly more than a year ago (6/8/15) and purchased our current residence in The **Beckett Subdivision**. We recently completed the "**Huntersville 101**" Course to acquaint ourselves with the organizational structure of the Town, as well as its financial status and the management and plans for infrastructure maintenance and upgrading.

During our more than thirty years in Stamford I participated in a wide variety of community service roles, including Commissioner on the **Stamford Urban Redevelopment Commission** (member 17 years, Vice Chair 5 yrs. and Chair 2yrs); Vice Chair of the **Old Town Hall Redevelopment Authority** (5 yrs.); and Member of the **Board of Directors of the Mill River Park and Corridor Collaborative**. I also served (19 yrs.) on the Board of **Liberation Programs** (2 yrs. As Board Chair). This organization is the leading drug and alcohol treatment agency in the area. We recently completed a new treatment facility which includes post-treatment residences for recovering mothers and their children.

### E. <u>Vision for Huntersville in the next 10 to 15 years</u>.

I expect Huntersville to continue its current pace of growth for at least 15 years, due to its relatively low cost of land, cost of living in general, its moderate climate and generally upbeat, happy, and optimistic population. Thus the need for continuous planning and direction of development of infrastructure, including roads, public transportation, amenities e.g. parks and recreation programs as well as opportunities for continuing education.

### F. <u>Ensuring that my decisions on the Board of Adjustment are formed</u> objectively.

Perhaps because of my training and experience as an engineer I am only comfortable making decisions based on the relevant facts of the situation. If sufficient facts are not immediately available they should be obtained as rapidly as possible, and all facts should be assigned a weight for comparison and collective evaluation. This has been my practice for many years, in both my personal life and in my professional affairs. The process was enthusiastically welcomed by my fellow Board members in my relations cited above.

### G. Issues in the growth pattern in Huntersville and the surrounding area.

As a newcomer to the area (Here for not quite a year, from decades in Connecticut and Upstate New York) I applaud the procedures employed here for community development largely by subdivisions created by developers and maintained by HOAs. I look to overall development of the area as new subdivisions "bloom" to fill in the voids and old subdivisions "blossom" with the growth of maturing and expanding human populations, flora of all sizes, and activity of all sorts. The infrastructure needs to be managed such that roads, water supply, air quality, waste disposal, and schools remain adequate to the needs of all as the demographics change.

#### H. Other Comments.

I look forward to the development of a solution to the uncomfortably narrow roads which seem to force drivers dangerously close to oncoming traffic and/or running off the road onto soft shoulders. Perhaps a creative approach to property tax assessments would create the funds needed for the widening necessary to more safely accommodate the increasing traffic, including larger trucks.

1/23/16