



TOWN OF THOMPSON'S STATION ANNEXATION POLICY

1. Strategic growth by annexation is appropriate when:
 - (a) the location is supported by existing Town infrastructure and services;
 - (b) the location is supported by existing Town infrastructure/services and wastewater service is to be provided by septic as approved by Williamson County; or
 - (c) where infrastructure and services are planned to be provided in an efficient, timely, and orderly manner.
2. Annexations shall only be considered by the Town of Thompson's Station Planning Commission and Board of Mayor and Aldermen when requested by the property owner and following the requirements of Tenn. Code Ann. § 6-51-104.
3. The extension of infrastructure and public services should be used as a tool that strategically directs where growth should take place, and not as a reactive response to development.
4. Territory shall be zoned T2 after formal annexation. Upon completion of the annexation and initial zoning processes, the property may be rezoned, upon proper application, according to proposed development plans in accordance with The General Plan.
5. Zoning, infrastructure improvements, and community facility investments should be coordinated to maximize efficiency and public benefit while minimizing negative impacts of growth.
6. Property within existing, residential subdivisions shall be considered for annexation only when all property owners of the entire subdivision request to be annexed. For the purposes of this policy, an existing, residential subdivision shall be defined as a platted subdivision within Williamson County, TN and containing internal roads and infrastructure constructed for the use of the subdivision.
7. Applications for annexation shall be accompanied by a cost-benefit analysis that provides Staff, the Planning Commission, and the BOMA with a complete understanding and detailed overview of the long-term impacts of the request for annexation. This information should provide details on existing infrastructure as well as non-existing infrastructure

necessary to support the proposed annexation. The information in the cost-benefit analysis should also include a statement describing how the annexation will ensure a continuation of an orderly, planned, and well-designed development of the Town. Special attention should be given to:

- (a) the current roadway infrastructure conditions for all roadways impacted by the proposed annexation and how any substandard roads will be improved to Town standards and by whom; and
 - (b) the total cost for sewer improvements needed to service the annexed territory, which includes an approved engineer letter of findings (ELF) and an executed Reservation of Wastewater Capacity Agreement.
8. Annexation within the UGB should be approached in a comprehensive manner that promotes contiguity and orderly growth, efficient and timely delivery of Town services, and proactive planning for future development.
9. Annexation not within the UGB, while discouraged, may be considered on a case-by-case basis, with consideration of any and/or all of the following:
- (a) The orderly extension of the Town’s corporate boundaries;
 - (b) The minimization of gaps between annexed territory/infrastructure service areas;
 - (c) The cost of extending public infrastructure and services;
 - (d) The companionability with the surrounding development pattern;
 - (e) The UGB of other municipalities, including planned future services by other municipalities; and
 - (f) Other restrictions or rules promulgated by statute.