

# 2026 PAYMENT-IN-LIEU-OF-SIDEWALKS (PILOS) PROGRAM WHITE PAPER

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Prepared by the Western Connecticut Council of Governments (WestCOG)

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# CONTENTS

Executive Summary .....	3
Background & Need .....	4
The Connecticut Context .....	4
What is PILOS?.....	4
Legal & Constitutional Foundation .....	5
Analytical Summary of Findings.....	5
Case Studies .....	7
Comparative Analysis & Lessons Learned.....	7
Fiscal & Administrative Considerations.....	7
Recommended Framework for Connecticut.....	8
Implementation & Next Steps .....	8
Appendix A.....	12
Appendix B .....	13
References .....	16

## Disclaimer

This report has been prepared utilizing funding sourced from the U.S. Department of Transportation through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The opinions, findings and conclusions are intended for use by the Western Connecticut Council of Governments (WestCOG) member communities and are those of the authors and do not necessarily reflect the official views or policies of WestCOG.

## EXECUTIVE SUMMARY

Sidewalks are fundamental public infrastructure that promotes safety, accessibility, and community vitality. Yet in many Connecticut municipalities, sidewalk networks remain incomplete, especially in built-out areas where new development occurs incrementally. Traditional site-plan requirements that rely on developers to construct sidewalks along individual frontages often yield short, disconnected segments that do not serve pedestrians effectively.

A Payment in Lieu of Sidewalks (PILOS) program enables municipalities to accept a proportional fee from a developer instead of requiring sidewalk construction on-site when such construction is impractical or inconsistent with community plans. The municipality can then direct those funds to priority locations where sidewalks will provide the greatest public benefit.

Across the United States, PILOS programs have been successfully implemented in multiple states and cities such as:

- Fayetteville, Arkansas
- Springfield, Missouri
- Orlando, Florida
- Naples, Maine
- Saco, Maine
- Beverly, Massachusetts
- Northborough, Massachusetts
- Sunland Park, New Mexico
- Saratoga Springs, New York
- Asheville, North Carolina
- Durham, North Carolina
- Garner, North Carolina
- Hendersonville, North Carolina
- Raleigh, North Carolina
- Wendell, North Carolina
- Bend, Oregon
- Lower Allen Township, Pennsylvania
- Lower Providence Township, Pennsylvania
- Upper Gwynedd Township, Pennsylvania
- Barrington, Rhode Island
- Austin, Texas
- Houston, Texas
- Port Angeles, Washington
- Puyallup, Washington

These programs have demonstrated legal soundness, administrative feasibility, and measurable improvements in safety and connectivity. Connecticut lacks explicit authority, despite proven models elsewhere. Adopting enabling legislation for PILOS programs in Connecticut would extend to sidewalks the same flexibility already granted for open space and parking, allowing municipalities to plan and build continuous, safe, and accessible sidewalk networks.

## BACKGROUND & NEED

Connecticut's settlement pattern reflects centuries of development, with historic town centers, mature neighborhoods, and limited undeveloped land. In such environments, incremental redevelopment often triggers sidewalk requirements under local zoning or subdivision regulations. Yet when applied to isolated parcels, these requirements produce piecemeal results, leaving long gaps between segments and little improvement to overall walkability.

Municipalities face increasing public demand for safe, walkable streets but often lack the capital resources to construct sidewalks comprehensively. PILOS offers a means to harness private investment in support of public mobility goals while ensuring equity and efficiency in infrastructure delivery.

## THE CONNECTICUT CONTEXT

While Connecticut law permits municipalities to collect certain exactions through their land use powers, it provides no explicit authority to collect payments in lieu of sidewalk construction. Without statutory authorization, municipalities risk legal challenges if they impose or accept such payments, even when justified by planning objectives. As a result, many municipalities rely on ad hoc agreements or informal practices that lack a clear legal foundation. PILOS legislation has been introduced several times in the Connecticut General Assembly, but none of the proposals have passed, leaving this gap unresolved and highlighting the need for a concerted push to get the policy over the legislative finish line.

By contrast, Connecticut General Statutes already authorize comparable fee mechanisms for other types of public improvements. Under CGS §8-25, municipalities may require payment in lieu of open space as a condition of subdivision approval, directing those funds to a dedicated account for parkland or recreational purposes. Similarly, CGS §8-2i allows zoning commissions to establish payments in lieu of parking to support shared or off-site parking facilities. Both statutes demonstrate a tested and legally sound framework for collecting, accounting for, and expending such funds within municipal boundaries.

Extending similar enabling authority to sidewalks would close a statutory gap, giving municipalities a clear and uniform process to collect and use PILOS funds to build connected, ADA-compliant networks. Several Connecticut communities have expressed interest in this approach but have been constrained by the lack of enabling language.

## WHAT IS PAYMENT IN LIEU OF SIDEWALKS (PILOS)?

A Payment in Lieu of Sidewalks (PILOS) program allows a developer to make a monetary contribution to the municipality instead of constructing a sidewalk on site when physical, environmental, or contextual factors make on-site construction impractical. The municipality uses these funds to build sidewalks in priority locations identified through a sidewalk plan, Complete Streets policy, or ADA Transition Plan.

For instance, a developer building a cul-de-sac off a major road may be required under conventional zoning to install a sidewalk along the cul-de-sac itself, providing little value while the main arterial serving the subdivision remains without sidewalks. Under PILOS, the developer would instead pay a

proportional fee, and the municipality would apply the funds to construct sidewalks on the main road, improving safety and connectivity for all residents.

## LEGAL & CONSTITUTIONAL FOUNDATION

PILOS programs operate within established land use and constitutional frameworks. In *Dolan v. City of Tigard* (512 U.S. 374, 1994), the U.S. Supreme Court held that development exactions, whether land dedications or monetary payments – are permissible when they meet two standards: an ‘essential nexus’ between the exaction and a legitimate public purpose, and ‘rough proportionality’ between the required contribution and the impact of the proposed development.

For sidewalks, the nexus is clear: new development generates additional pedestrian activity and demand for safe routes. Proportionality can be achieved through objective fee formulas based on measurable factors such as linear frontage, development intensity, or expected pedestrian trips. When implemented under statutory authorization and supported by documented planning studies, PILOS programs meet constitutional requirements and withstand legal review.

## ANALYTICAL SUMMARY OF FINDINGS

This meta-analysis examines a broad array of cities and towns across the U.S that have adopted PILOS programs. The cities included in the analysis are referenced above in the executive summary.

Drawing from publicly available municipal ordinances, planning documents, and policy reports, the analysis identifies common themes and unique traits of the respective programs.

Despite differences in geography and municipal scale, the reviewed ordinances display strong consistency in structure and intent. Nearly all municipalities define PILOS as a tool to support systemwide pedestrian connectivity rather than isolated frontage improvements. Across these cities, three primary objectives dominate:

1. Completion of sidewalk networks
2. Alignment with adopted transportation plans
3. Cost efficiency through centralized construction

## ELIGIBILITY CRITERIA

Eligibility for PILOS programs are consistently treated as conditional and discretionary, with cities applying common criteria. Physical constraints, such as topography, drainage, or utilities justify eligibility in Asheville and Bartersville, while Sunland Park allows PILOS when right-of-way limitations make sidewalk installation infeasible. Network discontinuity is another common justification: Raleigh, Wendell, and Garner permit PILOS when construction would produce an isolated, disconnected segment lacking a reasonable tie-in or prospects for near-term extension. Many cities also allow PILOS when future reconstruction is planned, such as Houston’s allowance for areas with programmed roadway or sidewalk projects and Bend’s practice of deferring construction to align with planned public improvements. In most jurisdictions, the final decision is made by a city engineer or planning or public works director, underscoring the technical nature of the review.

## **FEE CALCULATION & FUND DISTRIBUTION**

The reviewed cities generally rely on one of three fee calculation approaches. The most common is the linear-foot cost model, used in Raleigh, Wendell, and Durham, which bases the fee on the estimated cost of constructing the required sidewalk, including ADA elements. This model is widely adopted because it is predictable, easy to update, and legally defensible. Some jurisdictions, such as Asheville and Bartersville, instead rely on project-specific engineering estimates. Others use tiered or zone-based fee systems, as seen in Austin and Houston, where sidewalk requirements and fees vary according to street typology, pedestrian-priority zones, or sidewalk widths. All reviewed jurisdictions restrict PILOS funds to pedestrian infrastructure, typically including sidewalks, ADA ramps, crosswalks, and pedestrian connections to transit or greenways. Geographic nexus requirements are common: Raleigh limits spending to defined service areas, Port Angeles and Puyallup require expenditures within the same transportation benefit district, and Bend ties fund use to adopted pedestrian priority corridors. Many cities also require funds to be spent within a set timeframe, such as Garner, Wendell, and Port Angeles, which establish spending windows after which unspent funds may be returned.

## **ADMINISTRATIVE PROCESS**

The administrative process for PILOS programs is remarkably consistent across cities. Typically, a developer submits a request, engineering staff verify eligibility, the fee is calculated according to adopted methodology, payment is required before permit issuance, and funds are deposited into dedicated accounts. Larger cities, including Raleigh, Houston, and Wendell tend to provide extensive public guidance, while smaller jurisdictions such as Bartersville rely more heavily on ordinance text alone. Despite operating under different state laws, most programs share strong legal consistency through an emphasis on proportionality, nexus, and dedicated fund use, which helps explain the durability of PILOS nationwide.

## **UNIQUE TRAITS**

Several cities exhibit distinctive program features. Raleigh's ordinance includes one of the nation's most detailed frameworks, with explicit formulas, proportionality language, and clear conditions under which PILOS is prohibited. Durham integrates PILOS more broadly into multimodal planning by allowing funds to support bicycle facilities and Safe Routes to School projects. Bend coordinates PILOS closely with capital planning, using payments only for already-programmed or corridor-level projects. Houston stands out for transparency through public explanations, map-based eligibility areas, and standardized fee schedules. Austin integrates PILOS into a larger land-use and mobility system through street classifications, trail overlays, and pedestrian-priority districts. Cities in Washington State, such as Port Angeles and Puyallup, incorporate PILOS into their SEPA environmental review processes, tying sidewalk funding to statutory mitigation requirements.

## **KEY TAKEAWAYS**

The analysis suggests that PILOS programs have become a standard tool for managing sidewalk obligations within the development process. Although details vary, these programs reliably feature discretionary approval, standardized fees, restricted fund use, and alignment with transportation plans. Cities such as Raleigh, Durham, Houston, Austin, Bend, Port Angeles, and Puyallup illustrate that well-designed PILOS frameworks can improve network continuity, reduce fragmented and inefficient construction, increase capital project efficiency, and maintain legal defensibility. As municipalities increasingly prioritize walkability, accessibility, and multimodal mobility, PILOS programs are likely to remain a foundational mechanism for funding pedestrian infrastructure.

## CASE STUDIES

The following two case studies summarize how Fayetteville, Arkansas, and Springfield, Missouri structure and implement their PILOS programs. The information below was obtained via phone interviews with staff members from both cities, providing direct insight into local policy design, administrative practices, and on-the-ground challenges.

### FAYETTEVILLE, ARKANSAS

Fayetteville's steep terrain and unstable soils make sidewalk construction difficult in many areas. The city adopted a PILOS policy allowing developers to contribute fees when on-site construction is infeasible. Arkansas state law requires that such funds be spent within seven years and within the same quadrant of the city, maintaining geographic and legal proportionality. Initially set at \$5 per linear foot in the 1990s, the fee has been periodically updated through ordinance. Developers often prefer payment due to the difficulty of meeting ADA slope standards. In 2019, Fayetteville's \$316 million bond package dedicated significant funds to multimodal improvements, including sidewalk construction guided by a Transportation Priority Plan.

### SPRINGFIELD, MISSOURI

Springfield introduced its PILOS program in 2014 to resolve inconsistent sidewalk buildout. The initial \$19 per linear foot fee was raised gradually to \$84.32 per foot, close to actual construction cost. Fees are allocated by council district to preserve geographic equity. Springfield uses LIDAR and imaging data to manage a citywide sidewalk inventory and prioritize projects near schools and high-pedestrian areas. Developers can reduce fees by grading sidewalk areas for future use, striking a balance between flexibility and long-term connectivity.

## COMPARATIVE ANALYSIS & LESSONS LEARNED

Across jurisdictions, successful PILOS programs share several best practices:

- Establishing clear nexus and proportionality to ensure legal defensibility.
- Maintaining geographic fairness by expending funds near contributing developments.
- Setting fees at realistic levels to prevent avoidance while funding meaningful projects.
- Using dedicated accounts and transparent reporting to build public trust.
- Aligning investments with ADA Transition Plans, Complete Streets, and Safe Routes to School.
- Leveraging data and technology for sidewalk inventories and prioritization.

## FISCAL & ADMINISTRATIVE CONSIDERATIONS

National experience shows that PILOS programs can be administered efficiently within existing planning and development review structures. Typical sidewalk construction costs range from \$80 to \$150 per linear foot, depending on materials, grading, and ADA design standards. Fee schedules often mirror these values to ensure that payment is roughly equivalent to direct construction.

For a medium-sized Connecticut municipality, annual PILOS revenues could range from \$100,000 to \$500,000, depending on development activity. These funds can be pooled to build sidewalks strategically where they are most needed, such as near schools, transit stops, and mixed-use centers.

Administrative costs are modest because fee collection and accounting processes parallel those already used for open space and parking payments. PILOS imposes no cost on the state, as programs are funded entirely by development contributions.

## RECOMMENDED FRAMEWORK FOR CONNECTICUT

To enable municipalities to implement PILOS lawfully and effectively, Connecticut should adopt enabling legislation modeled on existing provisions for open space and parking fees. The statute should define permissible use, accounting requirements, and legal standards consistent with constitutional principles.

Recommended legislative elements include:

1. Authorization for municipalities, by regulation, require a fee in lieu of sidewalk construction when on-site installation is impractical or inconsistent with an adopted plan.
2. Restriction of expenditures to sidewalk and pedestrian infrastructure within the municipality, preferably within a defined distance or district of the contributing property.
3. Requirement that funds be maintained in a dedicated sidewalk account with annual public reporting.
4. Linkage to adopted sidewalk or Complete Streets plans to ensure coordinated investment.
5. Optional regional administration by Councils of Governments for inter-municipal corridors.
6. Affirmation that all payments must satisfy the nexus and proportionality standards under *Dolan v. Tigard*.

## IMPLEMENTATION & NEXT STEPS

Connecticut can advance this policy through a phased approach:

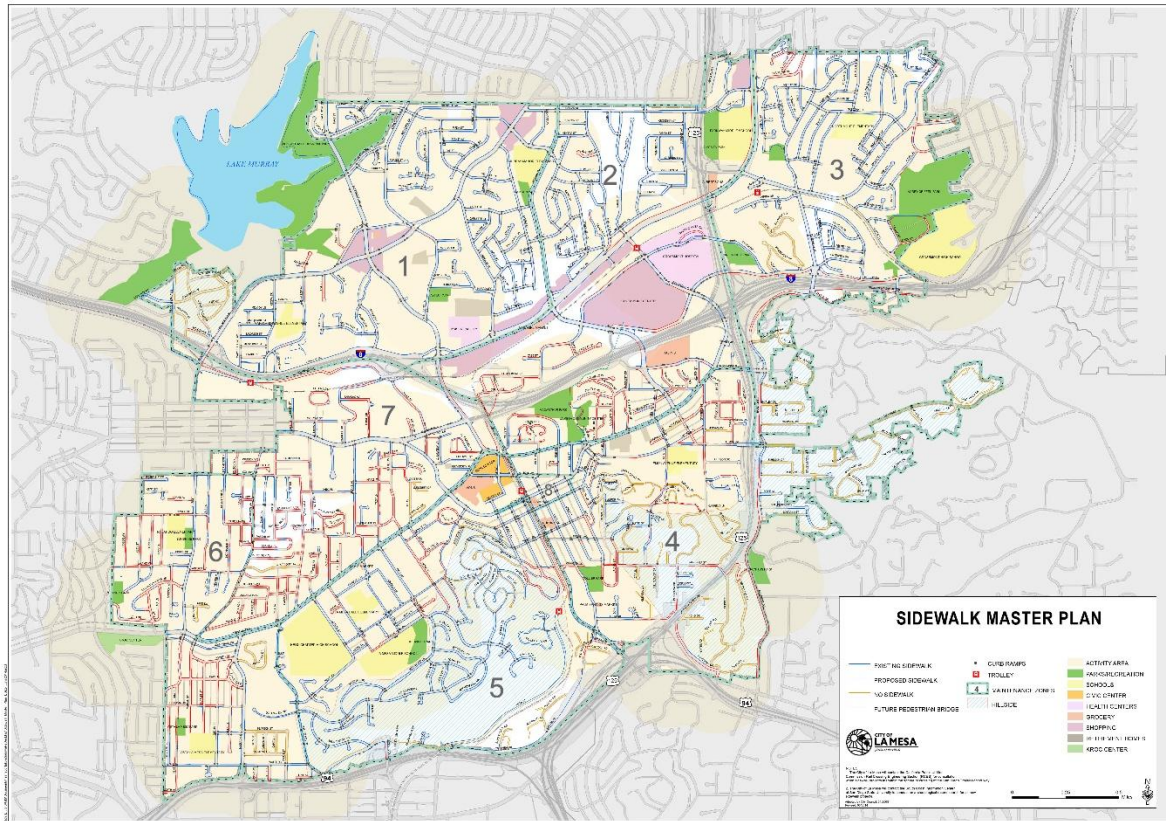
- Draft enabling legislation for consideration in the 2026 legislative session.
- Coordinate with the Connecticut Conference of Municipalities (CCM), the Council of Small Towns (COST), and the Office of Policy and Management (OPM) to develop model local regulations.
- Identify pilot municipalities interested in early adoption.
- Develop a model ordinance and technical guidance for fee calculation, accounting, and prioritization.
- Align PILOS implementation with municipal ADA Transition Plans and Complete Streets policies.

When tied to an adopted sidewalk master plan, PILOS programs promote equitable, data-driven investment by directing funds to priority corridors and network gaps where residents actually walk such as near schools, shops, and transit rather than limiting improvements to individual development frontages (see Figure 1 and Figure 2). This approach supports compliance with ADA accessibility standards and advances public health, safety, and mobility goals without requiring new state funding.

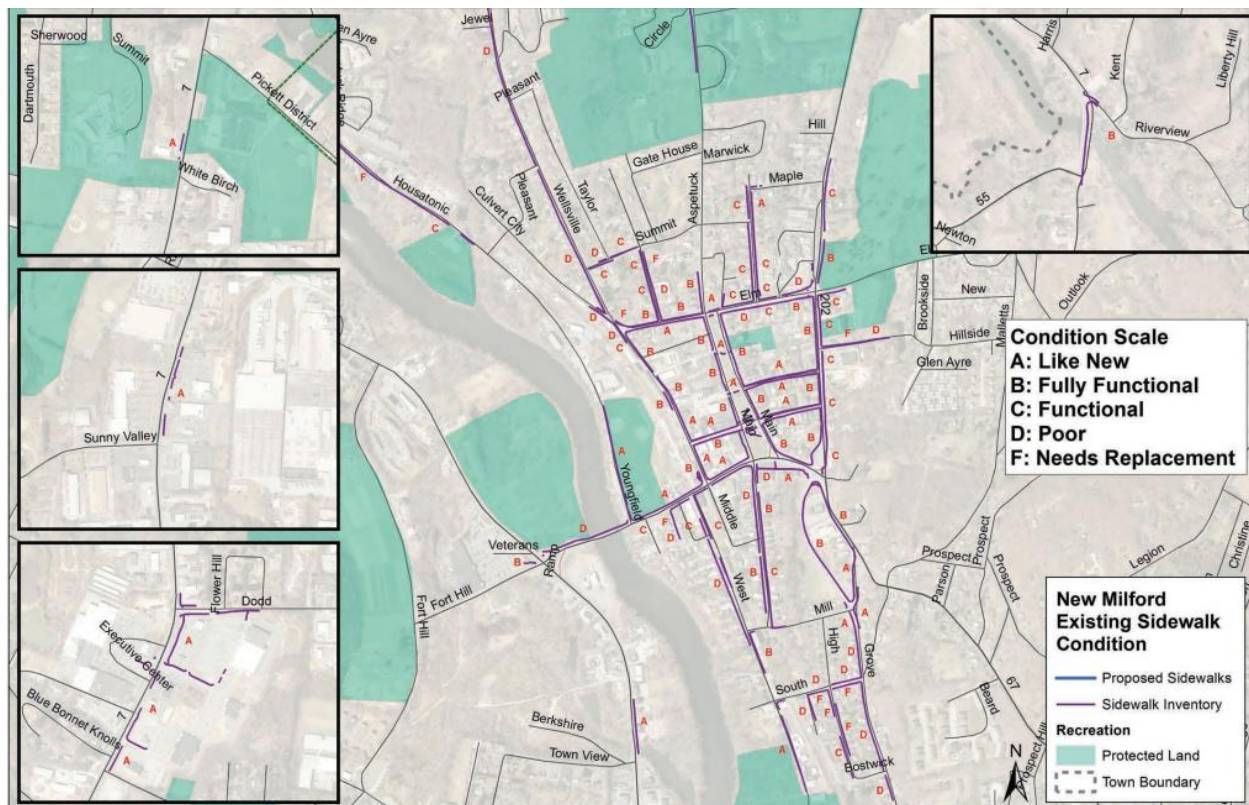
Although PILOS legislation has been introduced multiple times in the Connecticut General Assembly, it has not yet been enacted, underscoring the need for a coordinated and determined effort to finally push the policy over the legislative finish line. By leveraging private investment to build public



infrastructure, PILOS offers a fiscally responsible and immediately actionable strategy for improving pedestrian safety statewide.



Source: City of La Mesa, California  
 Figure 1. Sidewalk Master Plan of La Mesa, California (2014)



Source: New Milford, Connecticut  
 Figure 2. Sidewalk and Bicycle Plan of New Milford (2019)

## APPENDIX A. DRAFT ENABLING LANGUAGE

The following draft language illustrates how a payment-in-lieu-of-sidewalks statute could be structured within Connecticut's zoning and subdivision framework:

“(a) Any municipality may, by regulation adopted pursuant to section 8-2 of the general statutes, require the payment of a fee in lieu of sidewalk construction when on-site installation is impractical or inconsistent with an adopted municipal plan of conservation and development, sidewalk plan, or Complete Streets policy.

(b) Such payment shall be reasonably related to pedestrian demand generated by the development and shall be deposited in a separate sidewalk account maintained by the municipality.

(c) Funds deposited in such account shall be expended within a reasonable distance of the contributing property for the design, construction, or improvement of sidewalks, crosswalks, or other pedestrian infrastructure.

(d) The municipality shall publish an annual report summarizing receipts, expenditures, and projects funded under this section.

(e) All fees collected and expended under this section shall comply with the nexus and proportionality principles set forth in *Dolan v. City of Tigard*, 512 U.S. 374 (1994).”

## APPENDIX B. JURISDICTIONS WITH PAYMENT IN LIEU OF SIDEWALK (PILOS) PROGRAMS

This appendix lists jurisdictions across the United States that have formally adopted or implemented Payment-in-Lieu-of-Sidewalk (PILOS) ordinances or equivalent mechanisms. States are organized alphabetically. Each entry includes a citation or link.

This appendix consolidates jurisdictions nationwide that have adopted fee- or payment-in-lieu-of-sidewalk programs. Entries are organized alphabetically by state. Each listing includes a link to the relevant ordinance, policy, or program page. The prevalence of these ordinances demonstrates that PILOS is a mature, widely accepted practice in both new and historic communities.

### Arkansas

- Fayetteville, AR — Long-standing PILOS policy with seven-year expenditure limit and geographic spending requirement. (City documents, Transportation Priority Plan materials, and phone interview with city employee)

### Florida

- Orlando, FL — Code §61.225 authorizes payment equivalent to per-linear-foot construction cost in lieu of required sidewalks. [Orlando Code]([https://orlando-fl.elaws.us/code/coor\\_ch61\\_pt2\\_2c\\_sec61.225](https://orlando-fl.elaws.us/code/coor_ch61_pt2_2c_sec61.225))

### Indiana

- Bargersville, IN — §92.05 Fee in Lieu of Sidewalk Construction (Code). [Bargersville Code]([https://codelibrary.amlegal.com/codes/bargersville/latest/bargersville\\_in/o-o-o-10113](https://codelibrary.amlegal.com/codes/bargersville/latest/bargersville_in/o-o-o-10113))

### Maine

- Naples, ME — Sidewalk and Street Updates (March 1, 2023): sidewalk and street-policy update [Naples Sidewalk and Street Updates 03-01-2023] ([https://www.townofnaples.org/vertical/sites/%7B16A86E29-4A60-4E08-9440-2A862262DC56%7D/uploads/Sidewalk\\_and\\_Street\\_Updates\\_03-01-2023.pdf](https://www.townofnaples.org/vertical/sites/%7B16A86E29-4A60-4E08-9440-2A862262DC56%7D/uploads/Sidewalk_and_Street_Updates_03-01-2023.pdf))
- Saco, ME — Subdivision review for Saco River Estates (Map 44 Lots 15 & 16): in-lieu fee alternative to on-site sidewalk construction. [Saco River Estates Subdivision Packet (2022)](<https://cms1files.revize.com/sacome/Saco%20River%20Estates%20PB%20Complete.pdf>) ([cms1files.revize.com][1])
- [1]: [https://cms1files.revize.com/sacome/Saco%20River%20Estates\\_PB%20Complete.pdf?utm\\_source=chatgpt.com](https://cms1files.revize.com/sacome/Saco%20River%20Estates_PB%20Complete.pdf?utm_source=chatgpt.com) "Jason Garnham AICP"

### Massachusetts

- Beverly, MA — [Variations. § 375-37](#).waiver requires payment equal to cost of waived sidewalk into the City's sidewalk fund; funds restricted to same ward. [Beverly Subdivision Regulations]

(<https://ecode360.com/29285714#:~:text=Strict%20compliance%20with%20the%20requirements,waivers%20of%20the%20sidewalk%20requirement.>))

- Northborough, MA — Sidewalk & pedestrian alternatives under § 9-64 (with fee-in-lieu option):\*\* the town's development regulations allow, by special permit, payment of a fee in lieu of constructing on-site sidewalks or landscaping when sidewalks are otherwise required. [Northborough Development Regulations – ecode360 §9-64](<https://ecode360.com/41981923#41981968>) ([ecode360.com][1])

## Missouri

- Springfield, MO — PILOS program (2014); fee calibrated to construction cost and district-based allocation. [Springfield Permits Page](<https://www.springfieldmo.gov/5045/Permits>)

## New Mexico

- Sunland Park, NM — Municipal Code includes explicit 'In Lieu Fee' for sidewalk requirements. [Sunland Park Code]([https://codelibrary.amlegal.com/codes/sunlandparknm/latest/sunlandpark\\_nm/o-o-o-1](https://codelibrary.amlegal.com/codes/sunlandparknm/latest/sunlandpark_nm/o-o-o-1))

## New York

- Saratoga Springs, NY — UDO §7.3.2: permits fee-in-lieu payment in place of required sidewalk construction except for multi-use paths. [Saratoga Springs UDO](<https://www.saratoga-springs.org/DocumentCenter/View/12843/Unified-Development-Ordinance>)

## North Carolina

- Asheville, NC — UDO §7-11-8 and Design Manual §3H.04 authorize sidewalk fee-in-lieu of construction. [Asheville Code]([https://codelibrary.amlegal.com/codes/ashevellenc/latest/asheville\\_nc/o-o-o-7164](https://codelibrary.amlegal.com/codes/ashevellenc/latest/asheville_nc/o-o-o-7164))
- Durham, NC — UDO Sec. 12.4 Pedestrian & Bicycle Mobility allows payment-in-lieu for sidewalks. [Durham UDO §12.4]([https://udo.durhamnc.gov/udo/12\\_04\\_Pedestrian%20and%20Bicycle%20Mobility.htm](https://udo.durhamnc.gov/udo/12_04_Pedestrian%20and%20Bicycle%20Mobility.htm))
- Garner, NC — Local act authorizing sidewalk payments as part of frontage improvements. [Garner Code §8.3.12]([https://codelibrary.amlegal.com/codes/garner/latest/garner\\_nc/o-o-o-11628](https://codelibrary.amlegal.com/codes/garner/latest/garner_nc/o-o-o-11628))
- Hendersonville, NC — Fee schedule includes 'In Lieu – Sidewalks.' [Hendersonville Fee Schedule](<https://www.hendersonvillenc.gov/budget/fee-schedule>)
- Raleigh, NC — UDO §8.1.10 authorizes fees-in-lieu during subdivision or site plan review. [Raleigh UDO](<https://udo.raleighnc.gov/sec-8110-fee-lieu>)
- Wendell, NC — Policy establishing Sidewalk Fund and prioritization schedule. [Wendell Policy PDF]([https://cms3.revize.com/revize/wendellNC/Documents/Government/Documents/Policies/102-Sidewalk\\_Pol\\_Amended\\_071017\\_FINAL.pdf](https://cms3.revize.com/revize/wendellNC/Documents/Government/Documents/Policies/102-Sidewalk_Pol_Amended_071017_FINAL.pdf))

## Oregon



- Bend, OR — Development Code §3.4.160 'Payment in Lieu of Sidewalk Construction' with dedicated sidewalk fund. [Bend Code](<https://bend.municipal.codes/BDC/3.4.160>)

## Pennsylvania

- Lower Allen Township, PA — Code §192-58(E): allows 'fee in lieu of sidewalk construction' upon approval. [Lower Allen Code](<https://ecode360.com/8413249>)
- Lower Providence Township, PA — SALDO §123-35(C): Board may accept a 'fee in lieu of sidewalk construction' for broader public good. [Lower Providence Code](<https://ecode360.com/10986585>)
- **Upper Gwynedd Township, PA — Ordinance 2022-01:** establishes a fee-in-lieu-of-sidewalk provision and outlines calculation and applicability requirements. [Upper Gwynedd Ordinance 2022-01] ([https://www.uppergwynedd.org/sites/g/files/vyhlif1351/f/uploads/t1\\_ord\\_2022-01\\_fee\\_in\\_lieu\\_of\\_sidewalk.pdf](https://www.uppergwynedd.org/sites/g/files/vyhlif1351/f/uploads/t1_ord_2022-01_fee_in_lieu_of_sidewalk.pdf))

## Rhode Island

- Barrington, RI — Land Development Regulations §200-45.3: authorizes 'fee in lieu of sidewalk installation or bicycle parking.' [Barrington Code](<https://ecode360.com/30727883>)

## Texas

- Austin, TX — LDC §25-6-354: allows payment instead of sidewalk installation. [Austin LDC Library]([https://library.municode.com/tx/austin/codes/land\\_development\\_code](https://library.municode.com/tx/austin/codes/land_development_code))
- Houston, TX — Fee in Lieu of Sidewalk Construction Program. [Houston Planning Department](<https://houstontx.gov/planning/sidewalk-fee-in-lieu.html>)

## Washington

- Port Angeles, WA — Ordinance establishing sidewalk fee-in-lieu program. [Port Angeles Ordinance PDF](<https://www.cityofpa.us/DocumentCenter/View/17542/25-0155-SEPA-Sidewalk-Fee-in-Lieu-Ordinance>)
- Puyallup, WA — Fee-in-Lieu Program for frontage improvements under PMC §11.08.135. [Puyallup Program](<https://www.puyallupwa.gov/2022/Fee-in-Lieu-Program>)

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