

**The Sarasota County Concurrency Regulations (County Code Chapter 94, Article VII) include specific provisions pertaining to de minimis impacts.**

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e. De Minimis Impact.

(1) Proposed Development seeking the issuance of a Development Order meeting de minimis criteria may satisfy the transportation concurrency requirement as set forth in this section. The following policy of the Sarasota County Comprehensive Plan shall serve as the basis for determining a de minimis impact:

(a) Traffic Circulation Policy 1.3.12.: For purposes of issuing development orders or permits, Sarasota County shall provide that proposed developments may be deemed to have de minimis impact and not be subject to transportation concurrency requirements if all of the conditions required for de minimis exemptions, as specified in Section 163.3180(6), Florida Statutes, are met.

(2) De Minimis Impact. A de minimis impact is an assignment of a Development's traffic to a roadway segment that is not greater than one percent of the maximum service volume at the segment's adopted Level of Service, based on the adopted Levels of Service and Generalized Level of Service Volumes as set forth in the Sarasota County Comprehensive Plan. An impact shall not be de minimis if either of the following apply:

(a) For a significantly impacted roadway segment not defined as an evacuation route in the Sarasota County Comprehensive Plan, Figure 2-8, existing traffic volumes plus projected Traffic Volume consignments as defined in Section F.1.b (1)(d) plus expected Development traffic volumes exceed 110 percent of the maximum service volume at the segment's adopted Level of Service, based on the adopted Levels of Service and Generalized Level of Service Volumes as set forth in the Sarasota County Comprehensive Plan.

(b) For a significantly impacted roadway segment defined as an evacuation route in the Sarasota County Comprehensive Plan, Figure 2-8, existing traffic volumes plus projected Traffic Volume consignments as defined in Section F.1.b (1)(d) plus expected Development traffic volumes exceed 100 percent of the maximum service volume at the segment's adopted Level of Service, based on the adopted Levels of Service and Generalized Level of Service Volumes as set forth in the Sarasota County Comprehensive Plan.

(c) The significantly impacted roadway segment has an adopted Level of Service "F" or is operating at Level of Service "F" with existing traffic volumes.

(3) A building permit application for a single-family residence on a Platted Lot of Record shall constitute a de minimis impact on all roadway segments regardless of the level of deficiency of an affected roadway segment and shall not be subject to a transportation concurrency review as required by Section E.2.g. and as set forth in this Section.