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HOUSE BILL NO. 2314

Offered January 9, 2019

Prefiled January 8, 2019

A BILL to amend and reenact § 58.1-3245.12 of the Code of Virginia, relating to local enterprise zone; traffic plan.

Patron—Hodges

Referred to Committee on Finance

Be it enacted by the General Assembly of Virginia:

1. That § 58.1-3245.12 of the Code of Virginia is amended and reenacted as follows:

§ 58.1-3245.12. Local enterprise zone program for technology, defense, or green development zones.

The governing body of any county, city, or town may also adopt a local enterprise zone development taxation program for a technology zone, as described in § 58.1-3850, a defense production and support services zone, as described in § 58.1-3853, or a green development zone, as described in § 58.1-3854, located within its boundaries, regardless of whether such technology zone, defense production and support services zone, or green development zone has been designated by the Governor as an enterprise zone pursuant to Chapter 49 (§ 59.1-538 et seq.) of Title 59.1. Such program for a technology zone, defense production and support services zone, or green development zone shall be adopted by local ordinance. All other provisions in this article as they relate to a local enterprise zone development taxation program for enterprise zones shall apply to such program for technology, defense production and support services, or green development zone.

Upon petition of the governing body of any county, city, or town that has adopted a local enterprise zone development taxation program pursuant to this section, the Department of Transportation, in consultation with the Virginia Economic Development Partnership and relevant local economic officials, shall develop a traffic plan to support and encourage the development of businesses located in such program zone. In developing such traffic plan, the Department of Transportation shall consider (i) reducing the maximum speed limit in such zone, (ii) altering business and parking lot entrances, (iii) altering or adding traffic control devices, and (iv) any other traffic improvement factors deemed relevant by the Department of Transportation.

INTRODUCED

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