

ORDINANCE NO. ____ OF 2025

AN ORDINANCE TO AMEND THE OFFICIAL ZONING MAP OF THE CITY OF SHREVEPORT UNIFIED DEVELOPMENT CODE, BY REZONING PROPERTY LOCATED ON THE NORTHWEST CORNER OF GREENWOOD ROAD AND PINES ROAD, SHREVEPORT, CADDO PARISH, LOUISIANA, **FROM IC INSTITUTIONAL CAMPUS ZONING DISTRICT TO IC CZD INSTITUTIONAL CAMPUS CONDITIONAL ZONING DISTRICT**, AND TO OTHERWISE PROVIDE WITH RESPECT THERETO

BY:

SECTION I: BE IT ORDAINED by the City Council of the City of Shreveport, Caddo Parish, LA, in due, legal and regular session convened, that the zoning classification of located on the northwest corner of Greenwood and Pines Shreveport, Caddo Parish, Louisiana, legally described below: be and the same is hereby changed **from IC Institutional Campus Zoning District to IC CZD Institutional Campus Conditional Zoning District**:

One (1) certain tract or parcel of ground designated as "Proposed 7-Eleven Site", containing 4.969 Ac. (216,469 Sq. Ft.) being a portion of TRACT 1, with all improvements thereon, Commence at the Northeastern corner of Section 23, located at the intersection of the centerline of Pines Road and the centerline of Flores Lane; thence, along the centerline of Flores Lane, N 88°54'24" W a distance of 30.00 feet; thence, S 06°47'28" W a distance of 40.25 feet; thence, N 88°54'24" W a distance of 19.44 feet to point and corner, .said point being on the southerly right of-way of Flores Land and the westerly right-of-way of Pines Road; thence, along the westerly right-of-way of Pines Road, S 01°08'18" Ea distance 140.22 feet to a point and turn, thence, S 05°24'53" W a distance of 256.90 feet to a point and turn (F.C.M. - found concrete monument); thence, S 02°12'16" E a distance of 380.46 feet to a point and turn; thence, S 01°34'09" W a distance of 78.79 feet to the POINT OF BEGINNING. Thence, continue along the westerly right-of-way of Pines Road, S 01°34'09" W a distance of 134.32 feet to a point and turn (F.C.M.); thence, S 00°52'34" W a distance of 360.68 feet to a point and turn (F.C.M.); thence, departing said right-of-way, S 45°21'57" W a distance of 42.63 feet to a point and turn; thence, along the northerly right-of-way of Greenwood Road, along a curve to the left a distance of 202.88 feet with chord bearing N 88°32'18" Wand chord distance of 202.79 feet (said curve having radius of 1969.86 feet) to a point and turn (F.C.M.); thence, N 88°29'32" W a distance of 152.07 feet to a point and turn (F.C.M.); thence, S 64°30'54" W a distance of 33.10 feet and turn; thence, departing said right-of-way, N 00°52'34" E a distance of 536.35 feet and turn; thence, S 89°07'26" E a distance of 416.00 feet to the POINT OF BEGINNING. Section 23, T-17-N, R-15-W, Northwestern Land District, Caddo Parish, Louisiana.

SECTION II: BE IT FURTHER ORDAINED THAT the rezoning of the property described herein is approved subject to compliance with the following conditions:

1. Require a buffer yard be placed along the western side yard with a 10' width containing 1 shade or 3 ornamental trees planted every 30 linear feet and 1 shrub every 3 linear feet with a solid fence between 6-8' along the yard length as stated for buffer yards in Article 10.9.A to mitigate noise from the site to the neighboring development.
2. Increase landscaping in the 7' landscape strip on Greenwood and Pines Road by 1.5 times the minimum requirement.
3. Require the use of enhanced stormwater protection methods to protect the Cross Lake watershed from potential negative environmental impacts.
4. Prohibit overnight truck parking to mitigate the negative impacts of truck

noise on neighboring properties. This could allow for the proposed development to better mitigate noise and traffic concerns for properties in the area in the night and meet the requirements of UDC code 16.10.E.3.e.

5. Approval be for these specific uses only. The February 12, 2025, neighborhood meeting report showed that people in the area expressed concerns that the development could allow for unwanted businesses at this location in the future.
6. Submit revised site plan showing the removal of the 12 truck parking space on the property.

BE IT FURTHER ORDAINED that if any provision or item of this ordinance or the application thereof is held invalid, such invalidity shall not affect other provisions, items, or applications of this ordinance which can be given effect without the invalid provisions, items, or applications and to this end the provisions of this ordinance are hereby declared severable.

BE IT FURTHER ORDAINED that all ordinances or parts thereof in conflict herewith are hereby repealed.

24-203-C
PARAMOUNT DEVELOPMENT

**SHREVEPORT METROPOLITAN PLANNING COMMISSION OF CADDO PARISH
SUMMARY MINUTES OF THE PUBLIC HEARING MARCH 5, 2025**

A regularly scheduled public hearing of the Shreveport Metropolitan Planning Commission of Caddo Parish was held on Wednesday, March 5, 2025 at 3:00 p.m. at Government Plaza Chamber, 505 Travis Street, Shreveport, Caddo Parish, LA. The members met in the MPC Conference room prior to the hearing for case manager presentations.

Members Present

Winzer Andrews, Chair
Toni Thibeaux, Secretary
Fred Moss, IV
Bill Robertson
Harold Sater
Rose Wilson McCulloch

Staff Present

Alan Clarke, Executive Director
Stephen Jean, Deputy Director
Reginald Jordan, Zoning Administrator
Emily Trant, Land Development Coordinator
Kamrin Hooks, Executive Assistant/Planner 1
ZiXuan Xu, Community Planner 1
Kamrin Hooks, Executive Assistant/Planner 1
Tanner Yeldell, City Attorney's Office

Members Absent

Gabriel Balderas
Rachel Jackson, Vice Chair
Chris Elbersen

The hearing was opened with prayer by Bill Robertson The Pledge of Allegiance was led by Harold Sater

The meeting was called to order & the procedure for hearing the applications on today's agenda was explained. Speakers should speak clearly into the microphone & give their name & mailing address for further reference. Comments on any item not on the agenda will be limited to 3 minutes at the end of the public hearing. Any written comments that were submitted may be viewed in the public record files.

All decisions rendered by the Metropolitan Planning Commission are subject to appeal to the appropriate governing body, the City Council. Appeals must be filed within 10 days from the date a decision is rendered by the Metropolitan Planning Commission.

A motion was made by Rose Wilson McCulloch, seconded by Harold Sater, to approve the minutes of the February 5, 2025 public hearing as submitted.

The motion was adopted by the following 5-0 vote: Ayes: Messrs. ANDREWS, ROBERTSON, & SATER and Meses. WILSON MCCULLOCH & THIBEAUX Nays: NONE. Absent: Meses. JACKSON and Messrs. MOSS, BALDERAS AND ELBERSON.

PUBLIC HEARING

CASE NO. 24-203-C ZONING REQUEST

Applicant: PARAMOUNT DEVELOPMENT
Owner: Mills & Co. et al
Location: 4400 blk Pines Rd (nw center of Greenwood and Pines)
Existing Zoning: IC
Request: IC to IC(CZD)

Representative &/or support:

Justin Weathers 3122 Mona Lee Lane, Houston, TX 77080

Weathers stated that he wants to build a convenience store, and it is a national c-store operator. He stated they have no drug paraphernalia, and they sell good food. Weathers stated that they want to do some good in the neighborhood, he stated that they have 25 additional acres remaining that they would like to do fast food and other things on. He informed the board that this will be phase 1 of the development. Weathers stated that he is willing to meet all and more of the requirements including storm sewer and putting up a fence for noise. He stated once the corner is done, they will move on to the other properties.

ROBERTSON asked about the additional 25 acres, Weather stated the additional acreage is to the north of the property. ROBERTSON asked if the IC zoning was because of the treatment center next to the property. JEAN stated yes and informed the applicant that the concerns of the neighborhood with the diesel truck parking on the property are a reason for staff warranting the application for denial as well as the zoning not matching with the future land use map. CLARKE stated the 12-14 truck parking spaces were a major concern of the neighborhood and while it can be conditioned that they can not park overnight, there is a recurring problem of people in the city not adhering to that rule. WEATHERS stated they would put up signs that say there is no overnight parking, but they are prepared to remove those spaces all together. CLARKE stated the removal of the spaces may improve how the citizens feel about the case.

Desi Sprawls 1010 Marshall Street, Shreveport, LA 71101

AUDIO IS NOT AVAILABLE DUE TO LIVE STREAM PAUSE.

Bria Opbroek 6473 Quinn Church Road, Shreveport, LA 71129

AUDIO IS NOT AVAILABLE DUE TO LIVE STREAM PAUSE.

Randy Shouse 5900 Greenwood Road, Shreveport, LA 71119

Shouse stated that having a place to sit with your big truck is very important as after a certain number of hours, you must rest for a certain amount of time. He informed the Board that having the spaces would allow a place to grab food and use the bathroom. Shouse stated he would even like a 24-hour convenience store there.

Jimmy Gosslee 8805 Line Avenue, Shreveport, LA 71106

Gosslee expressed his support for this application as he supports economic development. He stated that the other three corners where this property is located are commercial and he has never seen it done where the fourth corner is not turned to commercial.

Denny Reedy 6477 Quinn Church Road, Shreveport, LA 71129

Reedy stated that he read a scripture that changed his perspective, and he wants to be a part of the solution of the city. He expressed his support for this application.

Jerry Shouse 5900 Greenwood Road, Shreveport, LA 71119

Shouse stated his support for this application.

George Miller 910 Pierremont Ave, Ste. 410, Shreveport, LA 71106 (In support; did not comment)

Opposition: None

A motion was made by Rose Wilson McCulloch, seconded by Fred Moss, IV, to recommend approval of this application with conditions.

1. Require a buffer yard be placed along the western side yard with a 10' width containing 1 shade or 3 ornamental trees planted every 30 linear feet and 1 shrub every 3 linear feet with a solid fence between 6-8' along the yard length as stated for buffer yards in Article 10.9.A to mitigate noise from the site to the neighboring development.
2. Increase landscaping in the 7' landscape strip on Greenwood and Pines Road by 1.5 times the minimum requirement.
3. Require the use of enhanced stormwater protection methods to protect the Cross Lake watershed from potential negative environmental impacts.
4. Prohibit overnight truck parking to mitigate the negative impacts of truck noise on neighboring properties. This could allow for the proposed development to better mitigate noise and traffic

concerns for properties in the area in the night and meet the requirements of UDC code 16.10.E.3.e.

5. Approval be for these specific uses only. The February 12, 2025, neighborhood meeting report showed that people in the area expressed concerns that the development could allow for unwanted businesses at this location in the future.
6. Submit revised site plan showing the removal of the 12 truck parking space on the property.

The motion was adopted by the following 5-1 vote: Ayes: Messrs. ANDREWS, MOSS, ROBERTSON, & SATER and Meses. WILSON MCCULLOCH Nays: Meses. THIBEAUX. Absent: Meses. JACKSON and Messrs. BALDERAS AND ELBERSON.

END OF PUBLIC HEARING

OLD BUSINESS

CASE NO. 24-209-C ZONING REQUEST

Applicant: VINTAGE
Owner: Beaird Operating Companies, LLC
Location: 5600 blk of W 70th St (NW corner of Buncombe Rd & W. 70th St)
Existing Zoning: R-1-7, I-1
Request: L-1, R-1-7 to R-1-5

A motion was made by Harold Sater, seconded by Fred Moss, IV, to recommend approval of this case as amended.

The motion was adopted by the following 6-0 vote: Ayes: Messrs. ANDREWS, MOSS, ROBERTSON, & SATER and Meses. WILSON MCCULLOCH & THIBEAUX Nays: NONE. Absent: BALDERAS, JACKSON AND ELBERSON

NEW BUSINESS

JORDAN read the CO report to the Board members.

PUBLIC COMMENTS

Jan Core 6020 Fox Chase Trail, Shreveport, LA 71129

Core invited the Board members to Love the Boot, which is an initiative to clean up the state and make it more beautiful. Which will be held April 5th.

OTHER MATTERS TO BE REVIEWED BY THE COMMISSION

CHAIR/BOARD MEMBER'S COMMENTS

ADJOURN 4:07 p.m.

Winzer Andrews, Chair

Toni Thibeaux, Secretary

STAFF REPORT – CITY OF SHREVEPORT

MARCH 5, 2025

AGENDA ITEM NUMBER: 6

MPC Staff Member: Chris Terrell

City Council District: G/Ursula Bowman

Parish Commission District: 12/Ken Epperson

CASE NUMBER 24-203-C: **CONDITIONAL ZONING DISTRICT**
APPLICANT: PARAMOUNT DEVELOPMENT
OWNER: Mills & Co of Louisiana LLC
LOCATION: 4400 BLK Pines Road, NW corner of Greenwood Rd & Pines Rd
EXISTING ZONING: IC
REQUEST: IC (CZD)

SUMMARY OF REPORT: The applicant is requesting approval to rezone approximately 4.9 acres (213, 854 sf) of land from IC (Institutional Campus) to IC (CZD) to allow for a retail goods establishment (convenience store), gas station, and truck stop/travel center uses. Denial is warranted.

DESCRIPTION: The applicant is requesting approval to rezone approximately 4.9 acres (213, 854 sf) of land from IC (Institutional Campus) to IC (CZD). The intention of the rezoning is to allow for a retail goods establishment (convenience store), gas station, and truck stop/travel center uses. The adjacent properties are zoned IC. The properties south of Greenwood Rd and east of Pines Rd are zoned C-2 (Corridor Commercial) and C-3 (General Commercial). Properties to the northeast are zoned R-1-7 (Single-Family Residential).

Prior cases for the site include:

- C-93-88: R-A to B-2, approved.
- C-100-93: Extension of time for the use of 6 mobile homes, approved with stipulations.

Nearby relevant cases include:

- P-65: R-1 to B-2, recommended to police jury.
- P-357: R-A to I-1, approved.
- P-400: R-A to B-3, denied.
- P-474: R-A to I-1, approved.
- P-479: R-A to I-1, approved.
- P-40-77: R-A to R-1 & R-3, approved.
- P-20-78: R-1 to B-2, approved.
- C-18-82: I-1 to I-2, approved.
- P-10-82: R-1 to B-2, approved.
- C-94-83: R-1 to B-2, approved.
- C-16-84: R-1 to R-3 to B-1, approved.
- C-70-84: B-2 to B-3, approved.

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- C-94-84: R-3 to B-3, B-2 approved.
- P-36-84: R-A to B-2 & R-3, approved.
- C-208-85: R-1 & R-3 to R-MHS, denied.
- C-160-86: R-1D to B-2, approved.
- C-13-00: R-A to B-1, approved with stipulations.
- C-13-02: B-2 to R-3, approved with stipulations.
- C-13-17: R-A to B-3 recommended approval.

Nearby neighborhoods include: Western Hills, Westwood, and Fox Crossing.

REMARKS: The applicant is requesting approval to rezone approximately 4.9 acres from IC to IC (CZD). The intention of the rezoning is to allow for a retail goods establishment (convenience store), gas station, and truck stop/travel center uses. The application was originally submitted as a rezoning request from IC to C-4, Heavy Commercial; however, due to concern from the neighborhood and elected officials, the case was deferred to re-evaluate as a Conditional Zoning District.

Section 16.10 of the City of Shreveport UDC provides applicants with the opportunity to request a Conditional Zoning District (CZD) for specific land use(s) within a base zoning district that does not permit or provide a pathway for the use(s). Conditional Zoning is designed to provide flexibility in the development of a property while ensuring that a development is compatible with neighboring uses. The UDC recognizes that nuisances associated with a specific land use can be mitigated through approval of an appropriately designed site plan. Per UDC Section 16.10.D.4, all conditional zoning district applications require site plan review by the MPC. Approval of a CZD is based upon evaluation and balancing of several development standards and design specifications, as listed in Section 16.10.E.

Section 16.10.E.3.a: Compliance with the Master Plan and adopted land use and design studies.

The Future Land Use Map of the 2030 Master Plan shows the subject property is located within an area intended primarily for Residential High, with a small segment identified as Neighborhood Commercial, and Residential Low in the southeast corner of the property.

Residential High is defined in Chapter 12 as:

- Multifamily rental and condominium structures and townhouses
- Typically found at or near major transportation/transit corridors and intersections and in downtown-adjacent areas.
- Ground-floor, neighborhood-serving retail allowed by special permit (e.g., corner stores).
- Schools and churches

Neighborhood Commercial is defined in Chapter 12 as:

- Areas for neighborhood retail and services that meet the day-to-day needs of residents

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and workers of surrounding neighborhoods (typically within a one-mile radius) with a range of uses such as smaller grocery stores, banks, restaurants, and services such as small professional and health offices, barber/beauty shops, dry cleaners, etc.

- Areas are accessible by automobile with sufficient parking but are also designed to accommodate pedestrian and bicycle access.
- Schools and churches.

Residential Low is defined in Chapter 12 as:

- Single-family houses.
- Schools and churches.

The proposed conditional zoning district matches the existing IC district which is meant “to accommodate large institutional uses, such as universities, select vocational educational facilities, and healthcare institutions, to allow for their expansion in a planned manner while protecting the surrounding neighborhoods” (Article 4.6.A.1). The proposed use of a Retail Goods Establishment is compatible/permitted in IC zoning. The proposed uses of Gas Station and Truck Stop are not compatible/not permitted in IC zoning.

Section 16.10.E.3.b: Compliance with this Code and other applicable development regulations, and previously approved valid plans for the property.

The proposed site plan does not show any landscaping buffers. A landscape buffer is not required along identically zoned parcels of land. This property and those to the north and west are all zoned IC.

A possible condition for approval the MPC board may recommend is that the applicant must provide a landscape plan for the development meeting the requirements of the code as stated in Article 10 along with a 10' buffer yard along the rear and interior side yards containing 1 shade or 3 ornamental trees planted every 30 linear feet, and 1 shrub planted every 3 linear feet of the buffer yard as stated in Article 10.9.A and a 6-8' closed fence along the buffer yards. An additional condition may be to increase landscaping within the 7' landscape strip on Pines Road and Greenwood Road by 1.5 times the minimum requirement. Increasing the minimum landscaping requirements may improve the aesthetics of the proposed use.

Section 16.10.E.3.c: Safety and efficiency of vehicles, bicycle, and pedestrian circulation, traffic control, and congestion mitigation.

The site is currently overgrown with vegetation and has 2 existing driveways into the site – one on Pines Rd and one on Greenwood Rd. The proposed site plan shows 2 driveways; however, it is unclear if these are the existing driveways proposed for reconstruction. The current site plan appears to show the narrowest drive aisle is between the proposed diesel pumps on the west of the property and storage tanks underground at 24' wide. The typical drive aisle width shown is 35-62'. A swept path showing the largest vehicle and a garbage truck entering, transitioning, and exiting the site will be required before building permits can be issued.

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The following comments need to be addressed from the City Engineer:

1. Only one access for this property will be allowed on Pines Rd and only one access on Greenwood Rd. These accesses must serve the entire property. Access must be worked out before subdivision.
2. Cross servitude access is required.
3. Only one full access will be allowed on Pines Rd and will be allowed at the crossover. Maximum width is 3x 12 foot lanes or 36-feet with defined lane assignments.
4. A NB to WB left turn lane (12 ft) and a SB to WB (12 ft) right turn lane will be required to be built along Pines Rd. This will require the relocation of street lighting in the area.
5. The throat length required for this access will be the length of the longest truck accessing the property, measured from the right of way to the first decision point in the development.
6. For detention: The applicant will be required to meet the requirements of Chapter 34 of Shreveport's Code of Ordinances, including the update 100-year requirements.

The following comments need to be addressed from LADOTD:

1. The requestor will need to contact our office for permitting. This appears to be a different developer than the one we were previously dealing with.
2. The site plan is lacking detail, and there should be a westbound right turn lane.
3. Autoturn drawings will be required.
4. Justification will be needed for a 40' driveway.
5. We do need to see the limits of the entire property.
6. DOTD will defer to the City for Pines Road access. The City will need to specify whether or not trucks will be able to use that access so that truck flow can be established.

Section 16.10.E.3.d: Safety and convenience of off-street parking and loading facilities.

The proposed site plan shows 12 truck parking spaces and 57 car parking spaces of which 4 are dedicated to electric vehicle parking only, and 2 are for handicap parking. It is currently unclear whether the provided parking is sufficient for the intended uses of the property based on the parking requirements stated in Article 8.3; Table 8-1. The applicant must clarify how much of the principal structure is dedicated to retail, restaurant, bathroom, showers, and other spaces to calculate the minimum parking requirements more accurately for the site.

The parking lot must provide clearly delineated crosswalks to connect landscaped areas and parking lot islands to building entrances and public streets to improve safe passageway for pedestrian. No loading spaces are required as the principal building is not large enough for the zoning district to require loading spaces.

One parking lot island is required between every ten parking spaces and all rows of parking spaces must terminate in a landscape area. Parking lot islands must be the same dimension as the parking stall.

Section 16.10.E.3.e: The degree to which site design mitigates negative impacts on neighboring uses.

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The proposed use is situated along the corner of the lot where most of the interstate transit-oriented and commercial activity already occurs. The use standards for a Gas Station require that a canopy must be a minimum of 15' away from an interior side yard and 10' from a curb, as a result, the current site plan does not meet all requirements of Article 6.1.V. The western side yard abuts IC zoned property which is currently used as an addiction treatment center. The proposed site plan does not meet the current spacing requirements for the diesel canopy.

An interior side buffer yard is not required when IC districts are abutting. A potential condition of approval is requiring the site to provide a 10' wide buffer yard along the western interior side yard containing 1 shade or 3 ornamental trees planted every 30 linear feet and 1 shrub every 3 linear feet with a solid fence between 6-8' along the yard length as stated for buffer yards in Article 10.9.A to mitigate noise from the site to the neighboring development. The area to the north of the proposed site is currently forested. No mitigation practices are recommended along the northern area of the property currently.

The Environmental department has provided the following comments:

1. The site is in the Cross Lake watershed. Advise the applicant of the concern [that in addition to the potential impact from that site's proposed uses, allowing such a change can set a precedent for a further eroding of land use protections for the lake]. The Environmental department recommends possibly requiring "the use of enhanced stormwater protection methods, or at least request their plan for ensuring no potential for offsite water quality impacts, whether from construction, spills, etc".

Section 16.10.E.3.f: Access for firefighting and emergency equipment to buildings.

The site plan does not indicate where the nearest fire hydrant is located. A revised site plan showing the location of the nearest fire hydrant and a swept path showing a fire truck entering, exiting, and transiting through the site must be submitted before building permits can be issued. Based on preliminary review, the aisle widths are wide enough for emergency vehicles to access the site.

Section 16.10.E.3.g: The trend of development, if any, in the general area of the property in questions.

The general trend in development for this area is primarily car oriented commercial and lodging services that meet the needs of highway travelers as this is within 300' of the highway exit for I-20 at Pines Rd. There are multiple drive through facilities and hotels around the site. It should be noted that these development trends are taking place on areas that are zoned commercially, and not IC.

Per UDC requirements, the applicant hosted a neighborhood participation meeting on Wednesday, January 15, 2025, at 5:30 PM. Approximately 22 people were in attendance. The applicant misplaced the sign in sheet from this event. The report states that Mr. Clarke and Mr. Jean were in attendance from the MPC office. City Councilwoman Ursula Bowman and Caddo Commissioner Ken Epperson were in attendance as well. A representative was present on behalf of the seller. The applicant proposed that they plan to build a 7-Eleven (Retail Goods Establishment) and a Laredo Taco Company (Restaurant) on site. They proposed images of similar developments they completed in

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other cities. The main concerns stated were traffic. The report states that Councilwoman Bowman requested the city to perform a traffic impact study. The city traffic engineer, Robert Tomasek, replied that “DOTD did not require a traffic study for the development located at the NW corner of Greenwood Rd and Pines Rd and we did not request one”. The report finished by stating Mr. Tomasek “suggested [...] that we put in turn lanes to mitigate traffic congestion. These changes will be reflected in an updated site plan.

A second NPP meeting was held on Wednesday, February 12, 2025, at 5:30 PM. 47 people were in attendance. The report states that most questions for the proposed development centered around traffic, business competition, proximity to other gas stations, future plans for the property, and possible alternative developments for the location. Councilwoman Bowman polled the audience for who is opposed to rezoning the property, and concluded she would deny rezoning the property.

Under Section 16.10.G, the UDC provides the opportunity to place additional conditions on the establishment or location for a CZD.

1. Require a buffer yard be placed along the western side yard with a 10' width containing 1 shade or 3 ornamental trees planted every 30 linear feet and 1 shrub every 3 linear feet with a solid fence between 6-8' along the yard length as stated for buffer yards in Article 10.9.A to mitigate noise from the site to the neighboring development.
2. Increase landscaping in the 7' landscape strip on Greenwood and Pines Road by 1.5 times the minimum requirement.
3. Require the use of enhanced stormwater protection methods to protect the Cross Lake watershed from potential negative environmental impacts.
4. Prohibit overnight truck parking to mitigate the negative impacts of truck noise on neighboring properties. This could allow for the proposed development to better mitigate noise and traffic concerns for properties in the area in the night and meet the requirements of UDC code 16.10.E.3.e.
5. Approval be for these specific uses only. The February 12, 2025, neighborhood meeting report showed that people in the area expressed concerns that the development could allow for unwanted businesses at this location in the future.

It should be noted that, per UDC Section 16.10.J, it is intended that property shall be reclassified to a Conditional Zoning District only in the event of firm plans to develop the property. Therefore, no sooner than three (3) years after the date of approval of a CZD application, the Executive Director may examine the progress made toward developing the property in accordance with the approved application and any conditions attached to the approval. If the Executive Director determines that progress has not been made in accordance with the approved application and conditions, the Executive Director shall forward a report to the Metropolitan Planning Commission, which may recommend that the property be rezoned to its previous zoning classification or to another district.

STAFF REPORT – CITY OF SHREVEPORT

STAFF

ASSESSMENT: Based on the information contained in the application, and analysis of the facts of record, MPC Staff concludes that denial is warranted due to an insufficient amount of mitigation possibilities to address the neighborhood's concerns.

Alternately, based on information provided at the public hearing the MPC Board may:

1. Approval with conditions that are identified by the MPC board
2. Approve the request with additional conditions beyond those stated in the report.

PUBLIC ASSESSMENT: Eight people spoke in support. No opposition was present.

MPC BOARD

DECISION: The Board voted 5-1 to recommend approval with conditions.

1. Require a buffer yard be placed along the western side yard with a 10' width containing 1 shade or 3 ornamental trees planted every 30 linear feet and 1 shrub every 3 linear feet with a solid fence between 6-8' along the yard length as stated for buffer yards in Article 10.9.A to mitigate noise from the site to the neighboring development.
 2. Increase landscaping in the 7' landscape strip on Greenwood and Pines Road by 1.5 times the minimum requirement.
 3. Require the use of enhanced stormwater protection methods to protect the Cross Lake watershed from potential negative environmental impacts.
 4. Prohibit overnight truck parking to mitigate the negative impacts of truck noise on neighboring properties. This could allow for the proposed development to better mitigate noise and traffic concerns for properties in the area in the night and meet the requirements of UDC code 16.10.E.3.e.
 5. Approval be for these specific uses only. The February 12, 2025, neighborhood meeting report showed that people in the area expressed concerns that the development could allow for unwanted businesses at this location in the future.
 6. Submit revised site plan showing the removal of the 12 truck parking space on the property.
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24-203-C

R-E

IC

R-1-7

IC to
IC(CZD)

C-2

Greenwood

C-2

C-3

Pines

C-2

I-1

500' NOTIFICATION
AREA

Interchange Roadways

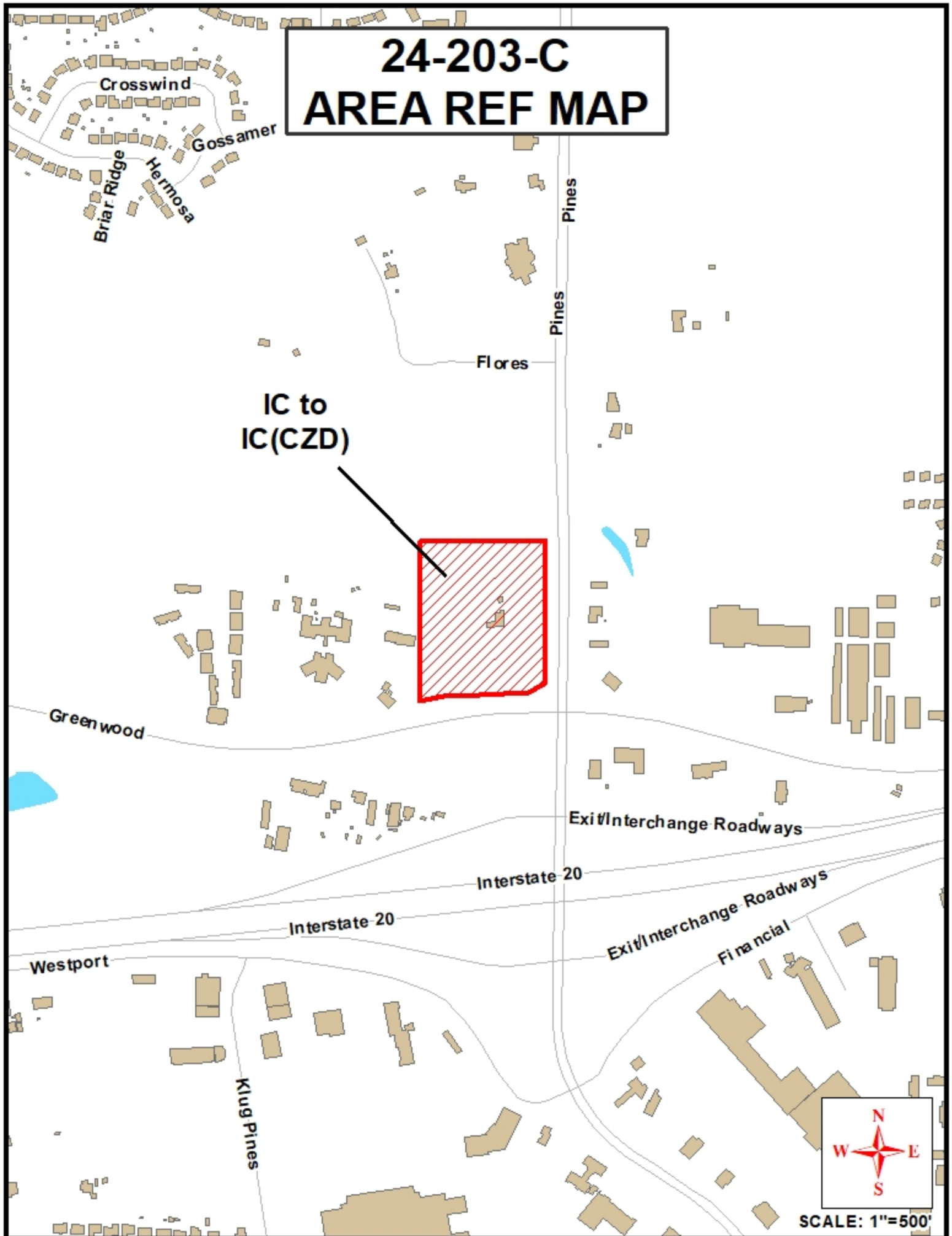
Interstate 20

Interstate 20



SCALE: 1"=233'

24-203-C AREA REF MAP





APPROX. TOTAL LAND AREA
213,854 SF = 4.9 ACRES

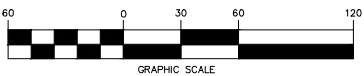
DETENTION AREA
APPROX. 53,940 SF = 1.2 ACRES

GREENWOOD ROAD

PINES ROAD



APPROX. TOTAL LAND AREA
213,854 SF = 4.9 ACRES



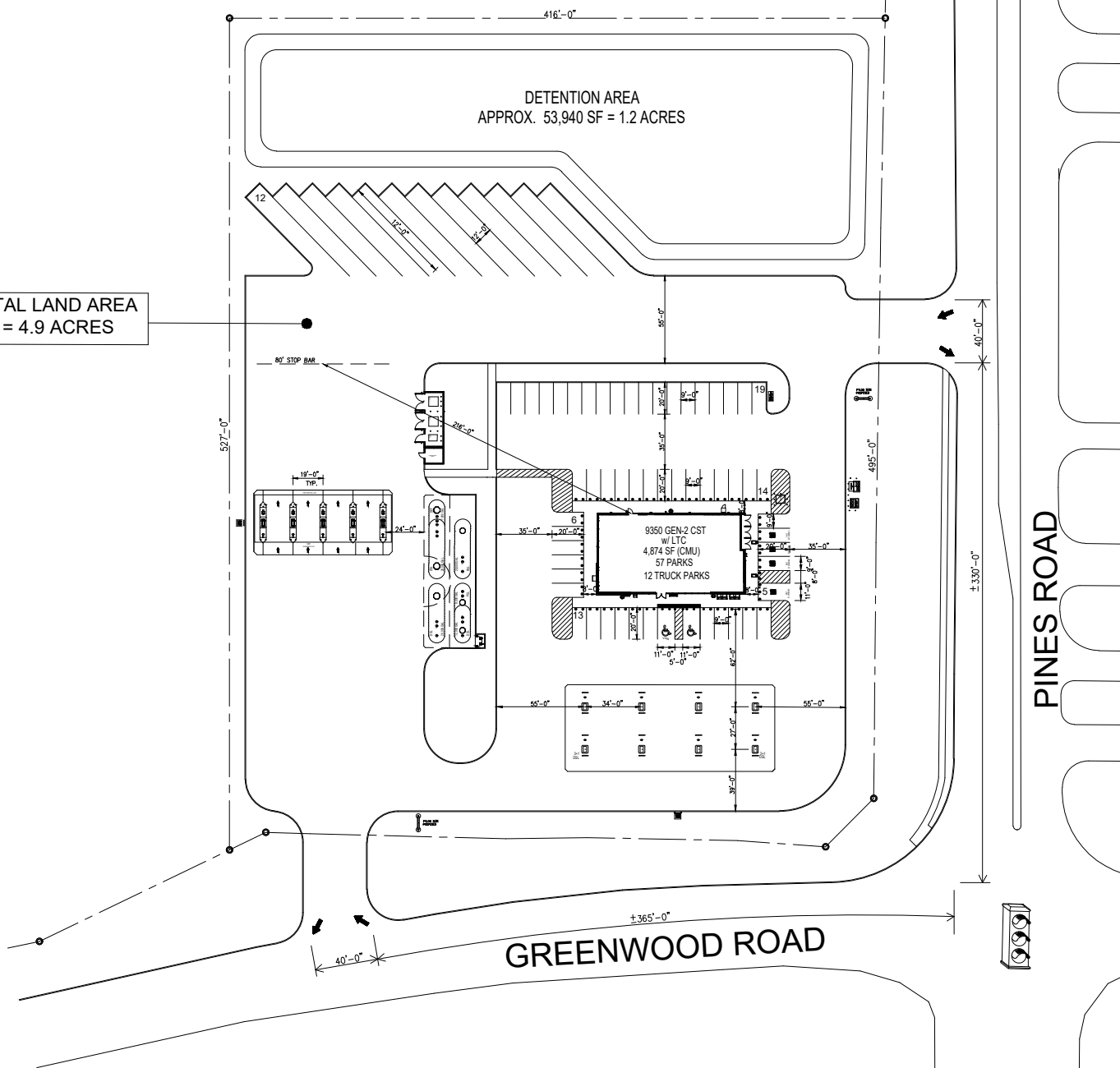
THIS SITE PLAN/EXHIBIT IS PROVIDED FOR CONCEPTUAL PURPOSES ONLY, AND AS SUCH IS NOT INTENDED TO BE USED, AND SHOULD NOT BE RELIED UPON, FOR THE PURPOSE OF PREPARING CONSTRUCTION DOCUMENTS, DRAWINGS OR PLANS. ALL SITE INFO MAY NOT BE FULLY CONFIRMED PER INDICATED CITY JURISDICTION.

LASCO DEVELOPMENT CORPORATION 2024

06-26-24

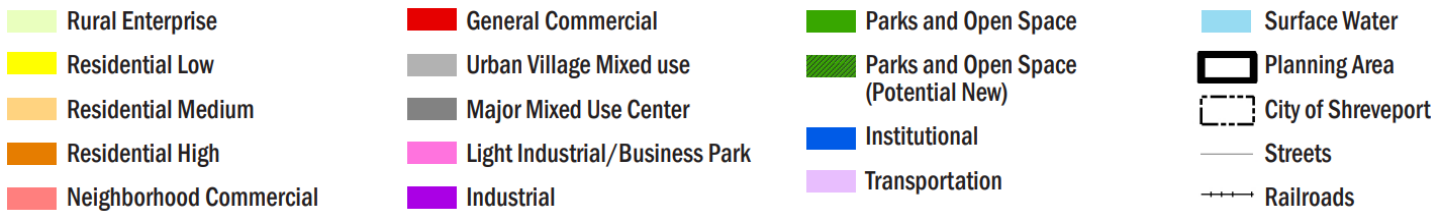
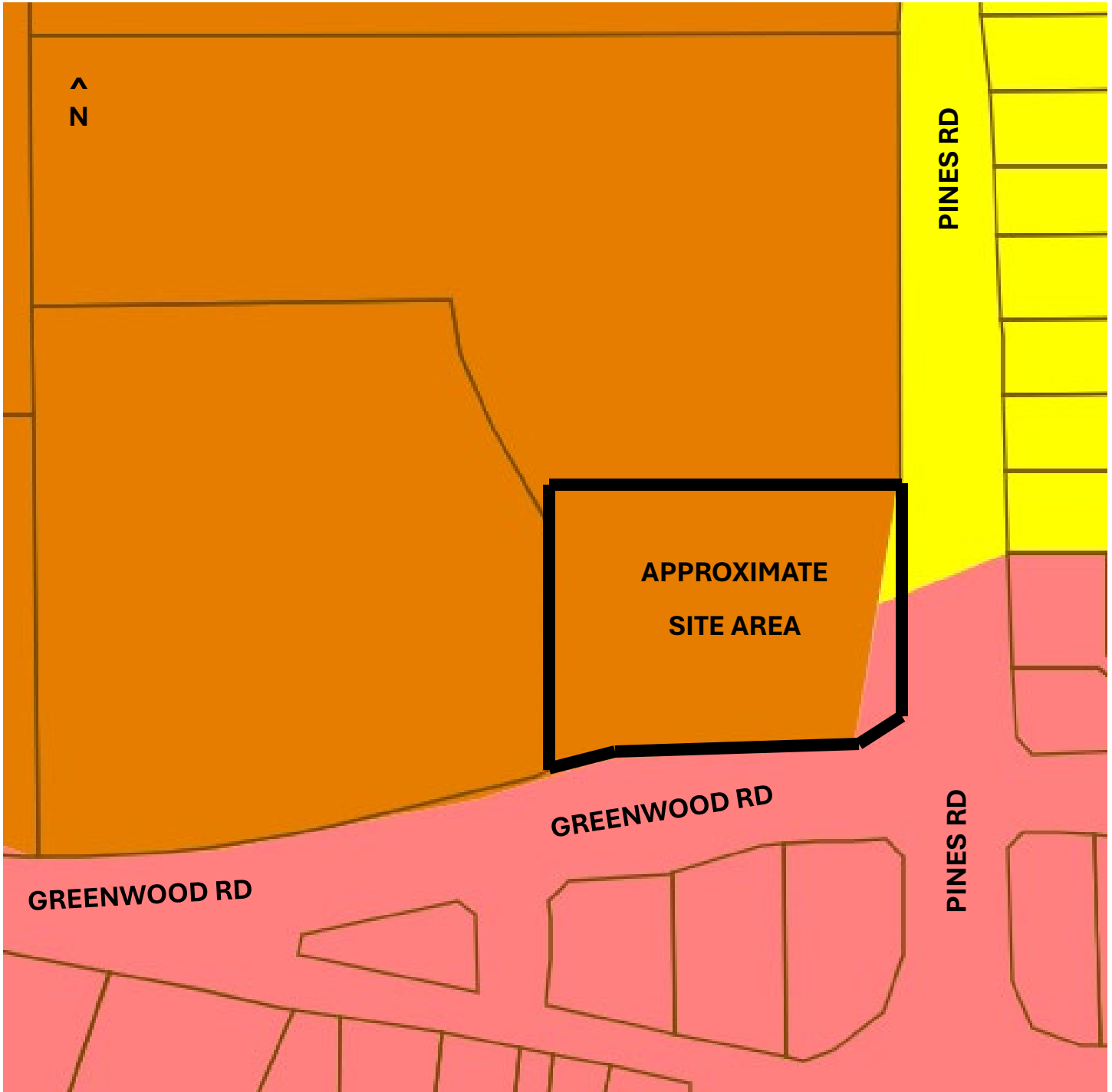
PINES ROAD AND GREENWOOD ROAD SHREVEPORT, LOUISIANA

LASCO



06-26-24

24-203-C_Future Land Use Map



7 eleven/Laredo Taco
Rezoning from an I-C district to a C-4 district for a Truck Stop / Travel Center
Neighborhood Participation Plan Meeting

Bill Cockrell Recreation Center
Wednesday, February 12, 2025 ~ 5:30 PM

Opening comments about the proposed project were made by Desmond Sprawls, P.E., P.L.S. Copies of the attached PowerPoint handout were available. Copies of the PowerPoint handout will be emailed to those in attendance on February 13, 2025.

Questions and comments from the participants:

What are the traffic recommendations?

How could we eliminate competing businesses at that intersection?

There are gas stations already nearby – are they 24 hour?

Can the development change from convenience store to a “true” truck stop if the owner decides to do so?

Will conditional zoning protect the neighborhood from unwanted businesses at that location in the future?

What else does the developer own?

How do we get additional questions answered?

Can we get more clarity on the project?

Is this the best use for this property?

Will the developer consider building something else?

The purchase is for 30 acres and the 7-eleven will sit on 10 acres. What will the developer do with the other 20 acres?

What would the citizens like to see in the neighborhood?

There are 6 or 7 gas stations within a 3 mile area. A new gas station can hurt the other established businesses.

Can we meet with the economic development officer and get suggestions about what can be developed in the area?

Suggestions for other uses for the property included a healthcare/urgent care facility, family style restaurant, a Gibbons restaurant that would require a liquor license.

Councilwoman Bowman polled the audience by show of hands of those in opposition to re-zoning the property. The majority of those in attendance at the meeting are not in favor of having a 7 eleven at this location at this time.

The meeting was adjourned with the conclusion that Councilwoman would not approve re-zoning the property at this time but will be willing to have further discussions with the developer to determine a more suitable option for development of the property.

Attachments: Sign In Sheets, PowerPoint handout.

7 eleven/Laredo Taco
Rezoning from an I-C district to a C-4 district for a Truck Stop / Travel Center
Neighborhood Participation Plan Meeting

Wednesday, February 12, 2025 ~Bill Cockrell Recreation Center

Name	Address	Email
Constance M. Ford	4348 Hermosa Dr 71119	constancefm1@aol.com
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Marie Stills	3455 Galaxy Ln 71119	MARIEHmss@aol.com
Angellene Wilder	4443 Pines Rd.	awildgo@aol.com
Bernadine Taylor	0321 Border Ln 71119	
Elmer Nunley	4109 Santa Monica Ct	Elmer Nunley @gmail.com
Jerry Shouse	5900 Greenwood Rd. 71119	jerryshouse1@gmail.com
Randy Shouse	5900 Greenwood Rd 71119	randyhouse21@gmail.com
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Sharon Clark	6239 S. Windermere Dr.	lavan416@cphoo.com
Sharis Park	4461 Pine Rd	Pines4461@gmail.com
Husseini Alama		
Wanda Easter		Weaster250@bellsouth.net
Clara R. Farley	6201 Alameda Dr 71119	vefarley@bellsouth.net
Joyce Rogers	6317 Erwood Cir	JoyWrogers@gmail.com

7 eleven/Laredo Taco
Rezoning from an I-C district to a C-4 district for a Truck Stop / Travel Center
Neighborhood Participation Plan Meeting

JMM

Wednesday, February 12, 2025 ~Bill Cockrell Recreation Center

Name	Address	Email
Sandra Caston	6316 Timberman Pl. 71119	ca.sandra-caston@pro.com
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Gail Battle	" " " "	G-BATTLE1 @ Hotmail.com

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Trent Shepherd 6723 Pines Rd suit 112 tshepherd@theteam.com

George Mills

ghm@mills.law.com

Ursula Bowman

Denny Reedy

Desi Sprawls Forte and Tablada

Tammi Owens Forte and Tablada

Donald Phelps, Jr.

Don (?)

Bao O'conner(?)

7 eleven/Laredo Taco

Shreveport, LA



Convenience Store vs. Truck Stop

Flying J's Travel Center



7 eleven Convenience Store



Target Market

The difference between a truck stop and a gas station primarily lies in their size, services offered, and target clientele:

Truck Stop

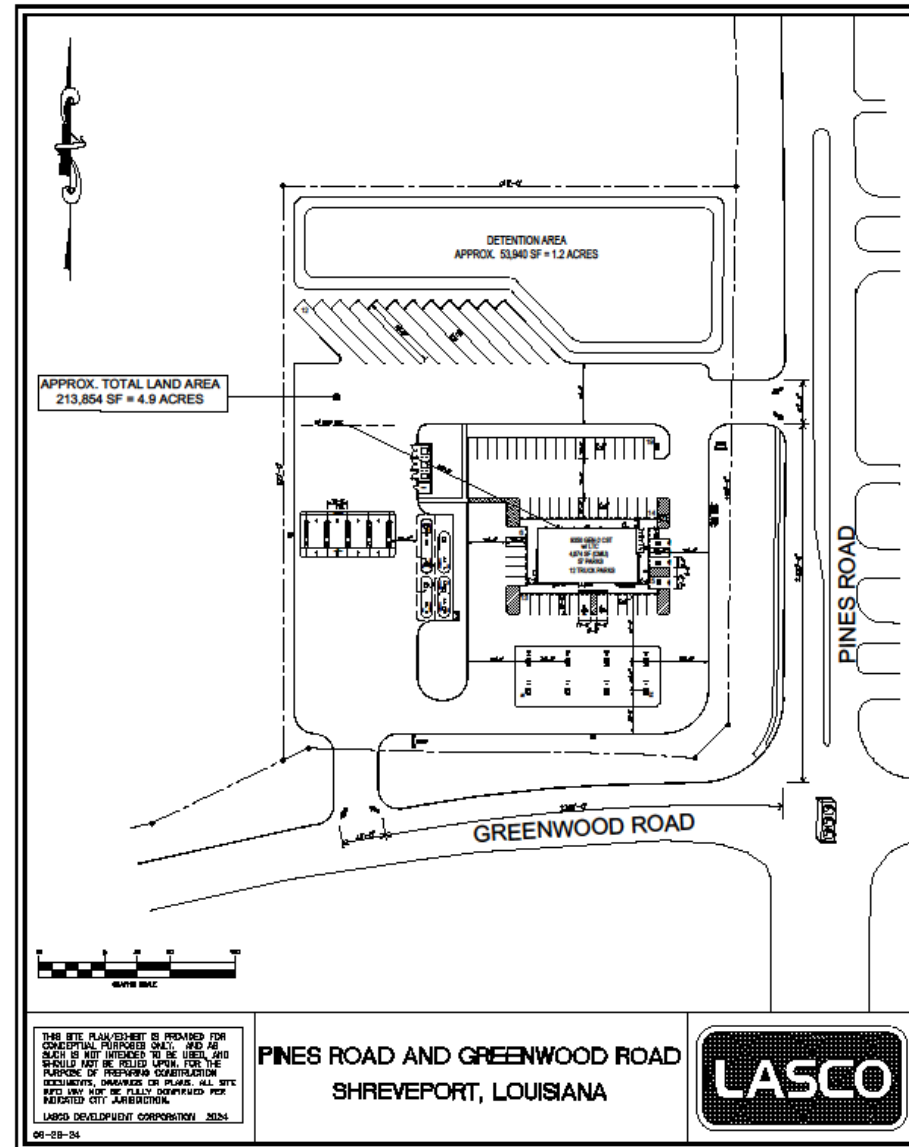
- **Size and Facilities:** Truck stops are typically larger than gas stations and are designed to accommodate long-haul truck drivers. They often have extensive facilities, including multiple fueling lanes, large parking areas for trucks, and amenities such as restaurants, showers, and rest areas.
- **Services:** In addition to fuel, truck stops may offer services such as truck maintenance, repair shops, and convenience stores with a wider selection of goods tailored to drivers. They often provide additional amenities like laundry facilities and lounges.
- **Target Audience:** Truck stops cater mainly to commercial truck drivers and travelers in larger vehicles, accommodating their specific needs for rest and refueling.

Gas Station

- **Size and Facilities:** Gas stations are generally smaller and may only have a few fueling pumps. They focus primarily on providing fuel for personal vehicles.
- **Services:** While some gas stations have convenience stores, the selection of products is usually limited compared to truck stops. They may offer snacks, drinks, and basic automotive supplies but typically lack the extensive amenities found at truck stops.
- **Target Audience:** Gas stations primarily serve everyday motorists and are often located in urban areas, residential neighborhoods, or along major roads.

In summary, truck stops are more comprehensive facilities designed for the needs of truck drivers, while gas stations are smaller, focused on fueling personal vehicles.

Site Plan



Summary

- ▶ No showers, No CAT Scales, No Laundry facilities, No Gambling, No Truck/Tire repair facilities.
- ▶ 7 Eleven's target market remains the immediate neighborhoods and nearby community, small trucks, automobiles, and motorcycles.
- ▶ The Diesel pumps cater to bigger trucks and trucks that pull small work trailers, Boats, Delivery trucks, and all the like, these are in the area, and NOT additional traffic draw!!!
- ▶ This is NOT a destination Travel Center with a Large Interstate Sign that captures Interstate 20 traffic.
- ▶ Will bring excellent jobs to community!!!

Neighborhood Participation Plan Report: January 28, 2025

Pines Road and Hwy 80

Contact Person – Justin Weathers

Meeting Date: January 15, 2025

Meeting Location: Bill Cockrell Rec Center

Meeting Start Time: 5:30 pm.

Meeting End Time: 6:30

Number of People in Attendance: approximately 22

Date of Filing of Land Use Application: November 20, 2024

Letters were sent out to all residents within 500 feet of the Property, we also had Alan Clarke and Stephen Gene in attendance alongside Councilwoman Ursula Bowman and Commissioner Epperson. Denny Reedy from Coldwell Banker was there on behalf of the seller.

We proposed to the attendees that we plan to build a 7 Eleven Convenience Store and Laredo Taco Company. We presented the Site Plan and relative pictures of similar projects in other cities.

Summary of Concerns:

Traffic- The overall consensus was that traffic is the biggest concern. Councilwoman Bowman requested that the city perform a traffic study. Robert Tomasek, Traffic Engineer at The Department of Public works responded *"DOTD did not require a traffic impact study for the development located at the NW corner of Greenwood Rd and Pines Rd and we did not request one."* It has been suggested by Mr. Tomasek that we put in turn lanes to mitigate traffic congestion. These changes will be reflected in an updated site plan. I will attach the original site plan to this letter, as well as aerial that was presented at NPP meeting.

I, the undersigned, as the applicant or an authorized representative of the applicant do solemnly swear and attest that the information provided is true and accurate. I have included a complete record of the neighborhood meeting, as well as an honest response regarding the intentions for development.

 1/28/25
Justin P. Weathers



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PROPOSED
**ZONING
CHANGE**
CALL
673-6480
METROPOLITAN
PLANNING
COMMISSION

January 22, 2025 9:31 AM



January 22, 2025 9:32 AM



January 22, 2025 9:32 AM



January 22, 2025 9:32 AM

Notice is hereby given that the Shreveport Metropolitan Planning Commission of Caddo Parish, LA, will hold a public hearing on Wednesday, March 5, 2025 at 3:00 p.m. in the **Government Plaza Chamber, 1st Floor, 505 Travis Street, Shreveport, LA**, for the purpose of considering the following subdivision applications &/or amendments to the City of Shreveport and Caddo Parish Unified Development Codes & the official Zoning Map for the Shreveport Metropolitan Planning Area of Caddo Parish, LA.

CASE NO. 24-203-C: 4400 block Pines Road. Application for Paramount Development. for approval to rezone property located on the northwest corner of Greenwood and Pines, from IC Institutional Campus Zoning District to IC CZD Institutional Campus Conditional Zoning District, being more particularly described as One (1) certain tract or parcel of ground designated as "Proposed 7-Eleven Site", containing 4.969 Ac. (216,469 Sq. Ft.) being a portion of TRACT 1, with all improvements thereon, Commence at the Northeastern corner of Section 23, located at the intersection of the centerline of Pines Road and the centerline of Flores Lane; thence, along the centerline of Flores Lane, N 88°54'24" W a distance of 30.00 feet; thence, S 06°47'28" W a distance of 40.25 feet; thence, N 88°54'24" W a distance of 19.44 feet to point and corner, .said point being on the southerly right-of-way of Flores Land and the westerly right-of-way of Pines Road; thence, along the westerly right-of-way of Pines Road, S 01°08'18" Ea distance 140.22 feet to a point and turn, thence, S 05°24'53" W a distance of 256.90 feet to a point and turn (F.C.M. - found concrete monument); thence, S 02°12'16" E a distance of 380.46 feet to a point and turn; thence, S 01°34'09" W a distance of 78.79 feet to the POINT OF BEGINNING. Thence, continue along the westerly right-of-way of Pines Road, S 01°34'09" W a distance of 134.32 feet to a point and turn (F.C.M.); thence, S 00°52'34" W a distance of 360.68 feet to a point and turn (F.C.M.); thence, departing said right-of-way, S 45°21'57" W a distance of 42.63 feet to a point and turn; thence, along the northerly right-of-way of Greenwood Road, along a curve to the left a distance of 202.88 feet with chord bearing N 88°32'18" Wand chord distance of 202.79 feet (said curve having radius of 1969.86 feet) to a point and turn (F.C.M.); thence, N 88°29'32" W a distance of 152.07 feet to a point and turn (F.C.M.); thence, S 64°30'54" W a distance of 33.10 feet and turn; thence, departing said right-of-way, N 00°52'34" E a distance of 536.35 feet and turn; thence, S 89°07'26" E a distance of 416.00 feet to the POINT OF BEGINNING. Section 23, T-17-N, R-15-W, Northwestern Land District, Caddo Parish, Louisiana.

Alan Clarke, Executive Director
Metropolitan Planning Commission
The Shreveport Times