

To: Youngsville Planning Administrator / City Council
Subject: Request for Variances – RV/Boat Storage Facility at 121 Iberia street.

Dear Council Members,

I am writing to respectfully request a variance from certain architectural and development standards outlined in Ordinance No. 397-2017 for the proposed RV storage facility on my property located at 121 Iberia Street in Youngsville, La.

As small business owners, we are fully committed to building a clean, functional, and safe facility that contributes to Youngsville's growth. However, some of the current requirements—designed primarily for retail storefronts or commercial centers—place a disproportionate financial burden on our project, which is fundamentally a storage facility rather than a customer-facing retail space.

We are requesting several variances for our proposed RV and boat storage facility in Youngsville. This project is a limited-use, non-retail facility designed to serve residents who require long-term, secure storage for RVs, trailers, and boats.

Below are our variance requests with accompanying justifications:

1. Rear Setback Reduction (from 50' to 45')

Our lot is 257 feet deep. The combination of a 50' rear and 20' front setback leaves only 187 feet of usable depth, which is not enough to accommodate 13 enclosed storage bays with required drive and turning clearance.

We are requesting a reduced rear setback of 45 feet, allowing for full function of the space while maintaining proper screening and drainage.

We understand that homes are located directly behind our lot. As part of our request to reduce the rear setback to 45 feet, we are proposing to install a privacy fence and inviting ornamental shrubs and trees, to ensure neighbors are protected from noise, lighting, or visibility of storage activity. No drive lanes, customer entrances, or high-traffic areas will be placed along the rear.

2. Limit Asphalt to First 20' Past Gate

The city requires all drives to be asphalt or concrete, but for this private, low-traffic storage site, we are asking to limit paving to just the 20 feet immediately past the entrance gate, with compact gravel beyond that.

Gravel is a proven surface choice for RV and boat storage facilities. It supports proper stormwater percolation, reduces the risk of flooding, and is significantly more affordable than full paving—all while remaining visually unobtrusive from public view. The automatic gate will be screened to reduce visibility from the street, enhancing both privacy and the exterior appearance of the facility.

3. Allowance for Exterior Roll-Up Doors

Due to the nature of the business, we cannot offer open-air parking. Our enclosed bays will each have a 240V plug-in so customers can run A/C or perform minor prep while in storage.

This requires external roll-up doors for customer access.

Exterior roll-up doors are a common and practical feature in RV storage facilities. They offer secure, weather-protected access and allow for convenient use of on-site power hookups. Access to the facility will be fully gated and restricted to authorize customers only with no public walk in access.

4. Use Neutral Metal Siding in Lieu of Brick or Stone (51% Requirement)

The city requires that 51% of exterior walls to be made of brick, stone, or other premium architectural materials. While we respect the intent to maintain visual quality in commercial development, our project is a non-retail, limited-use storage facility that is not open to the public and will have low visibility outside of the front.

We are requesting a variance to allow the use of neutral-toned metal siding on the majority of the structure, with the addition of a faux brick façade or architectural panels on the front-facing elevation to preserve the city's desired aesthetic from public view.

Metal siding is standard for RV and boat storage due to durability and cost effectiveness. Public-facing areas will still feature a faux brick exterior, ensuring the structure meets the cities aesthetic goals from the road or entry. The structure will be fenced, gated and screened, further reducing the visual impact of the side and rear elevations.

5. Landscaping Modification (10% Front of Building Requirement)

The city requires 10% of the building's footprint to be installed as landscaped beds in front of the structure. For an RV storage facility, this is not a practical use of space.

We are requesting to redistribute landscaping around the perimeter of the site and rear of the property, especially in areas visible from public roads. This would preserve maneuvering space in front of bays and maintain an attractive buffer for the public.

Front-of-building landscaping would interfere with drive lanes and turning radius for large vehicles. Perimeter and frontage landscaping provides similar (if not better) visual benefit, while both reducing cost and complying with intent of beautification and screening.

If #2 Variance is denied, we ask for the below:

6. Gravel Between Dual Driveways (in lieu of green space)

The site is planned with two main driveways for vehicle entry and maneuvering. The area between the driveways is currently required to be landscaped, but in RV facilities this creates a real hazard — soft green space easily becomes rutted or impassable, especially during rain.

We request the ability to use compact gravel or crushed limestone in this zone to keep customers from getting stuck and to improve drainage.

Additional Justification: improved customer safety and usability, minimal rutting and landscape maintenance and support of stormwater infiltration.

Below is a summary chart of our variance requests with justification and benefits, in short.

Variance Request	Justification	Benefit
Rear Setback (50' to 45')	Required to fit 13 enclosed bays on 257' lot	Makes project viable; no visual impact to rear
Gravel Between Drives	Prevents stuck vehicles, better drainage	Safer, cheaper, lower maintenance
Gravel Past Gate (Only 20' Asphalt)	Internal traffic is low; asphalt not needed throughout	Saves \$30K+, aligns with RV storage standards
Exterior Roll-Up Doors	Required for secure access to enclosed plug-in bays	Standard design; minimal aesthetic impact
Use Neutral Metal in Lieu of Brick	Lower-cost material, screened from view	Keeps structure low-maintenance
Landscaping Modification	Allow perimeter-based planting instead of front-heavy	Keeps turning area clear
Hybrid Surfacing	Use asphalt in entry, gravel in storage	Maintains usability without overspending

Our intent is not to reduce quality but to adapt the code appropriately to our project's function and budget.

We hope the city can support this project by offering reasonable flexibility. This development will provide value to local RV owners, generate tax revenue, and maintain a low-impact footprint in the community.

Thank you for your time and consideration.

Joshua and Elizabeth Phillips