



Agenda Item # 8

SUB-SW-003464-2025

View additional details on this proposal and all application materials using the following link:

[Applicant Materials for Consideration](#)

DETAILS

Location:

691 Dekle Drive

Applicant / Agent:

Boswell Holdings, Inc. / George R. Cowles, EIT, CMG
Engineering, Inc.

Property Owner:

Boswell Holdings, Inc.

Current Zoning:

I-2, Heavy Industry District

Future Land Use:

Water Dependent

Applicable Codes, Policies, and Plans:

- Unified Development Code
- Subdivision Regulations
- Map for Mobile Comprehensive Plan

Proposal:

- Waive construction of a sidewalk along Dekle Drive.

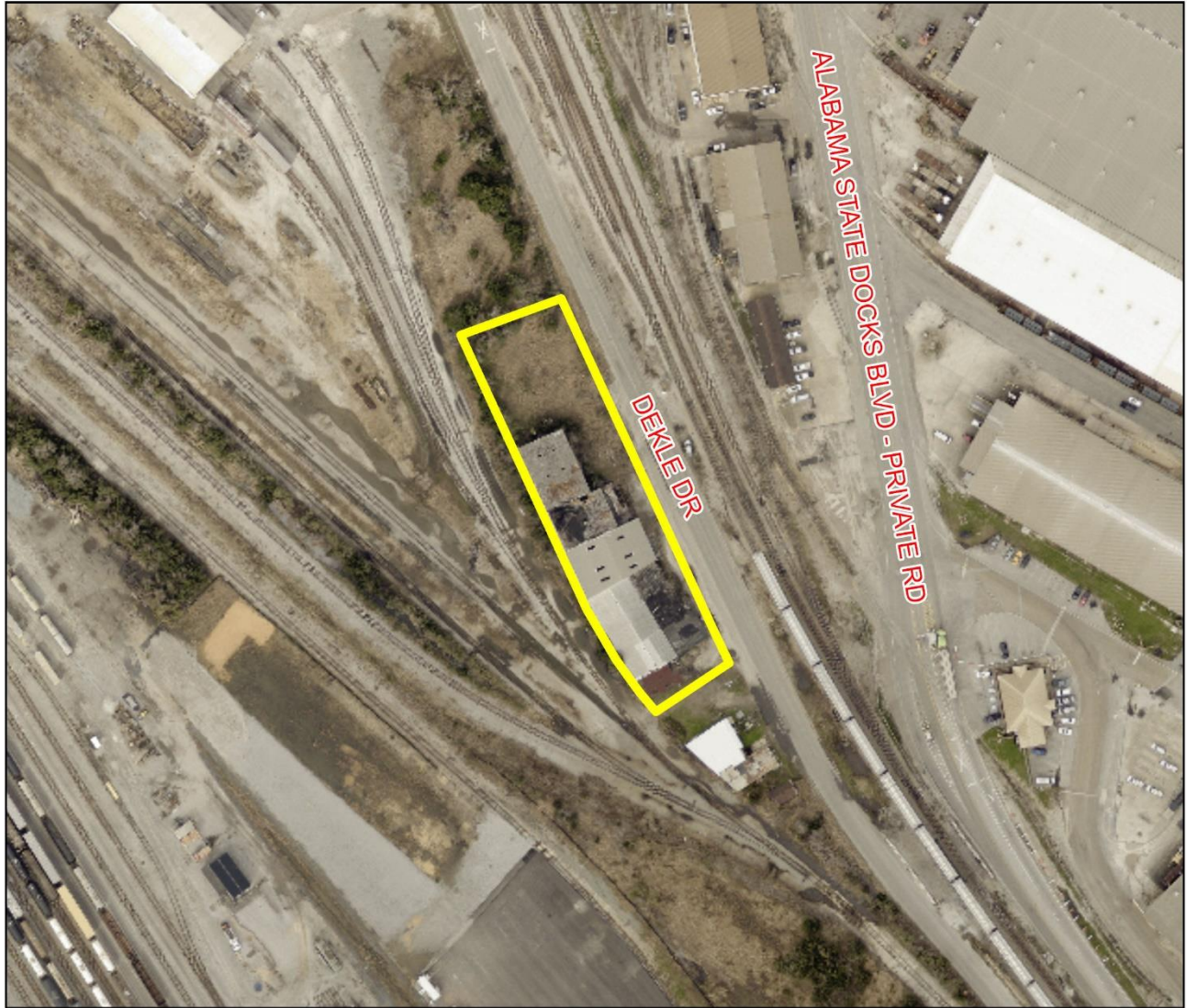
Commission Considerations:

1. Sidewalk Waiver request.

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PLANNING COMMISSION VICINITY MAP - EXISTING AERIAL



The site is surrounded by industrial units.

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APPLICANT	Boswell Holdings, Inc. (George R. Cowles, EIT, CMG Engineers, Inc., Agent)		
REQUEST	Sidewalk Waiver		



SITE HISTORY

The site was granted a Variance by the Board of Zoning Adjustment in August 1978 to allow the construction of a warehouse within the required front yard setback.

In May 1991, the plat for the two-lot Dekle Brokerage Company Subdivision was recorded in the Mobile County Probate Court. A subsequent resubdivision to adjust an interior property line was later approved by the Planning Commission in April 1994 and recorded as the *Resubdivision of Dekle Brokerage Company Subdivision*.

There are no additional Planning Commission or Board of Zoning Adjustment approvals associated with the site.

STAFF COMMENTS

Engineering Comments:

Although it appears that the current site conditions may allow for sidewalk construction within the ROW, this area is heavily industrial and is located within a narrow right-of-way; therefore, it is recommended that this request be approved.

Traffic Engineering Comments:

No comments.

Urban Forestry Comments:

Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties [Act 929 of the 1961 Regular Session of the Alabama Legislature (Acts 1961, p. 1487), as amended, and City Code Chapters 57 and 65]. Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from undeveloped residential sites, developed residential sites in historic districts, and all commercial sites will require a tree removal permit.

Fire Department Comments:

All projects located within the City Limits of Mobile shall comply with the provisions of the City of Mobile Fire Code Ordinance, which adopts the 2021 edition of the *International Fire Code (IFC)*.

Fire apparatus access roads shall be provided to within 150 feet of all non-sprinklered commercial buildings and within 300 feet of all sprinklered commercial buildings, as measured along an approved route around the exterior of the facility.

An approved fire water supply capable of meeting the requirements set forth in *Appendices B and C* of the 2021 IFC shall be provided for all commercial buildings.

Fire hydrant placement shall comply with the following minimum standards:

- Within 400 feet of non-sprinklered commercial buildings
- Within 600 feet of sprinklered commercial buildings
- Within 100 feet of fire department connections (FDCs) serving standpipe or sprinkler systems

Although the *International Residential Code (IRC)* functions as a stand-alone document for the construction of one- and two-family dwellings and townhouses, it does not govern the design or layout of emergency access or community-level fire protection infrastructure. Therefore, residential developments must also comply with the applicable requirements of the *International Fire Code*, including, but not limited to, those listed above concerning the design, construction, regulation, and maintenance of fire apparatus access roads and fire protection water supplies.

Planning Comments:

The site is currently developed with a warehouse; however, the applicant proposes to redevelop the property with a new warehouse. As such, the redevelopment is subject to full compliance with all applicable provisions of the Unified Development Code (UDC), Subdivision Regulations, and all other relevant codes and ordinances.

In accordance with Section 7.C.4. of the Subdivision Regulations, a sidewalk is required along the property's Dekle Drive frontage. The applicant has requested a waiver from this requirement, citing the site's location within a heavy industrial area and the absence of residential uses in the vicinity. The applicant further notes that no sidewalks currently exist along either side of Dekle Drive, which carries a high volume of heavy truck traffic and is bordered by active railroad lines along its east side. According to the applicant, these conditions make the area adjacent to the roadway unsafe and unsuitable for pedestrian use.

A detailed narrative supporting the sidewalk waiver request, along with all related documentation—including the site plan, cross-section drawings, and exhibits—is available via the hyperlink provided on Page 1 of this report.

SIDEWALK WAIVER CONSIDERATIONS

Standards of Review:

On May 31, 2011, the Mobile City Council adopted a "Complete Streets" policy to promote the design and construction of transportation corridors that provide safe, convenient, and equitable access for all users—including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, emergency responders, and individuals of all ages and abilities.

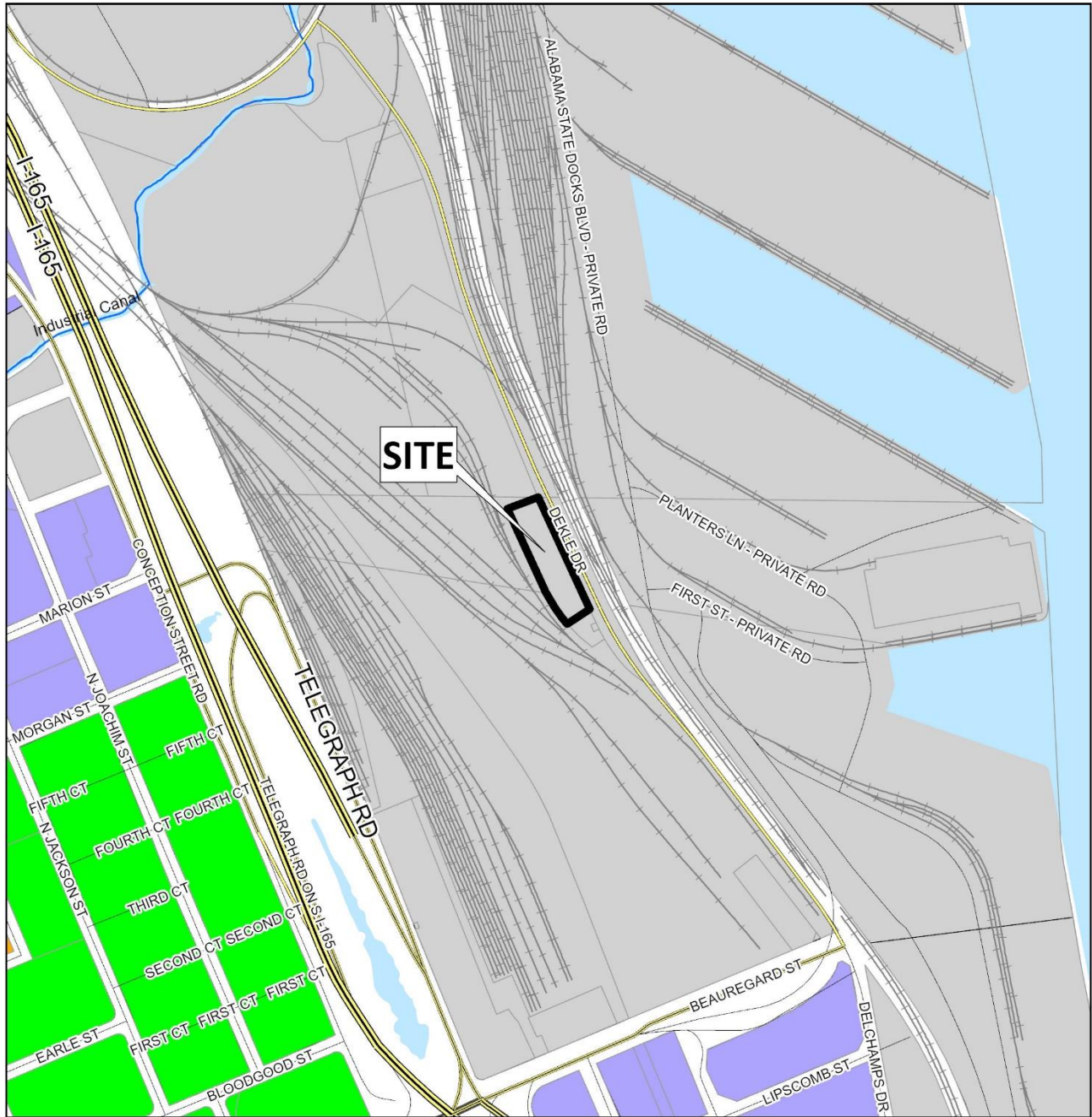
Sidewalk installation is generally encouraged citywide, including in areas where pedestrian infrastructure is currently lacking. However, in determining the appropriateness of sidewalk construction along Monk Avenue, the Planning Commission should consider the broader context—such as existing development patterns, site-specific topographic constraints, and the presence or absence of nearby pedestrian infrastructure.

Considerations:

In rendering a decision, the Planning Commission should evaluate the following factors:

1. The City of Mobile Complete Streets Policy which supports the design and construction of streets for all users, including pedestrians;
2. The existing infrastructure in the area, such as adequate room for construction of a sidewalk, as well as connectivity to existing sidewalks and future sidewalks; and
3. Engineering comments, which indicate that sidewalk construction appears feasible within the right-of-way, but note that the site's industrial character and location may limit pedestrian demand.

LOCATOR ZONING MAP



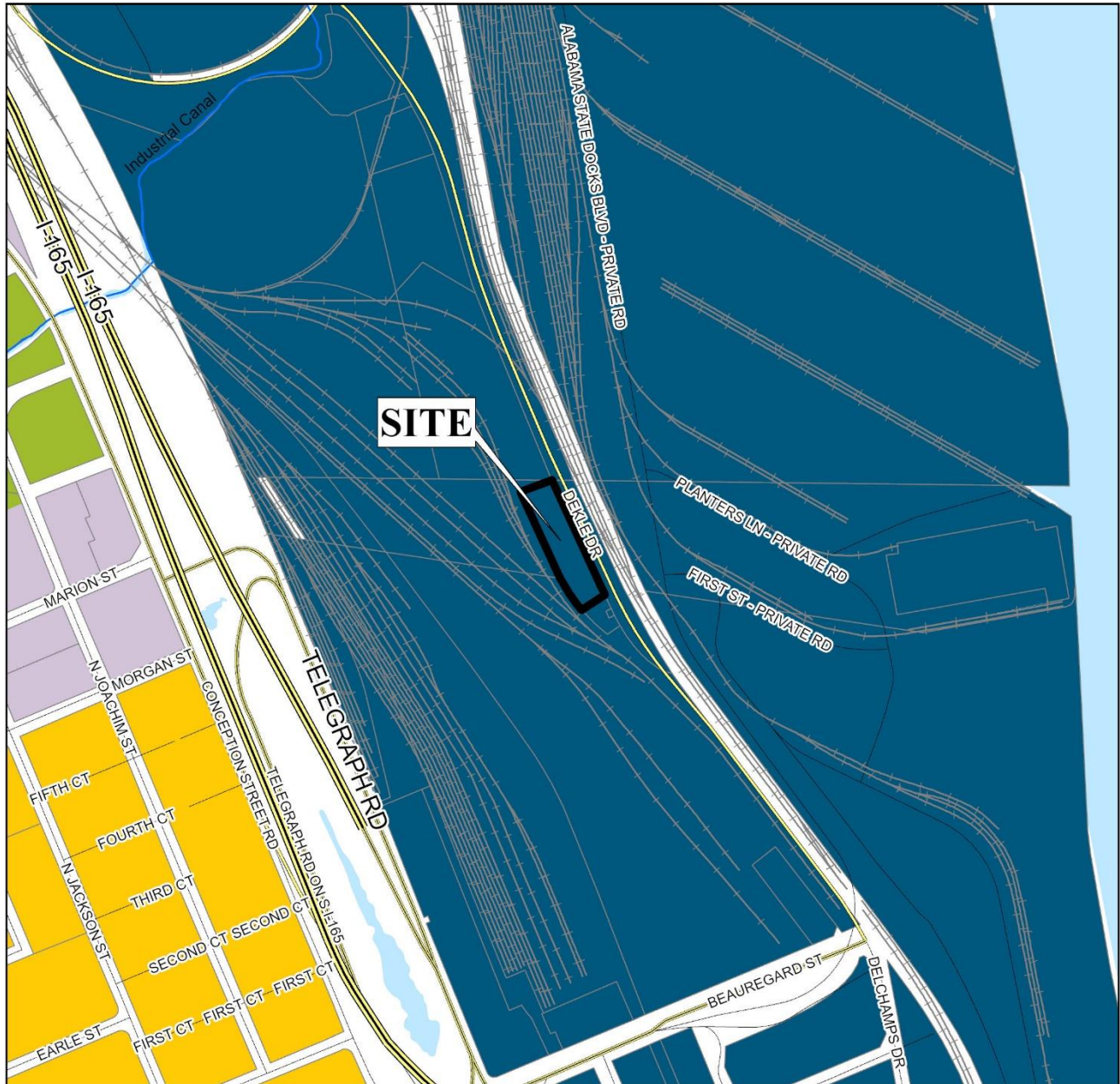
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REQUEST Sidewalk Waiver



FLUM LOCATOR MAP



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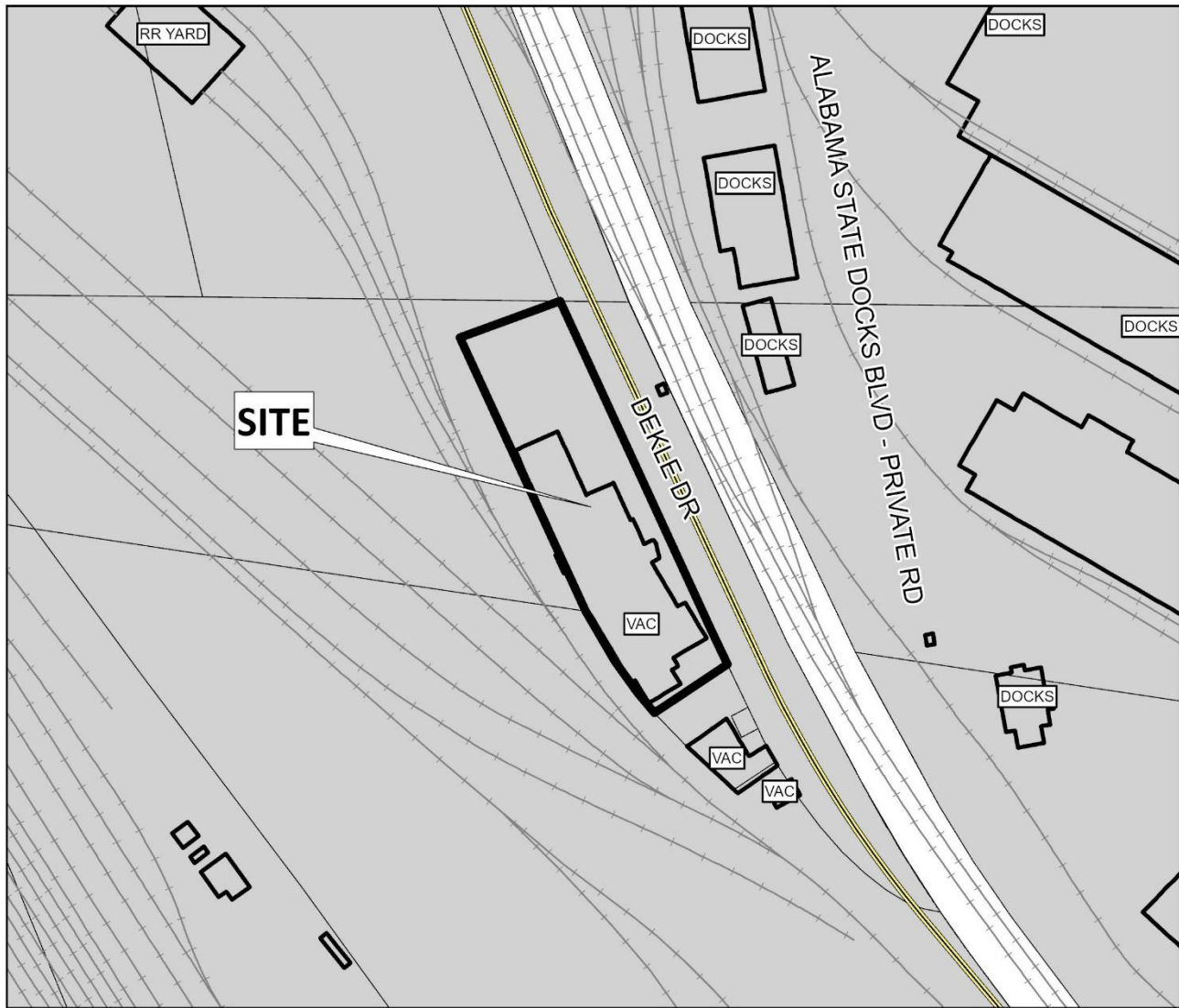
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- | | | | |
|---------------------------|-----------------------------------|-------------------|-----------------|
| Low Density Residential | Neighborhood Center - Traditional | Light Industry | Water Dependent |
| Mixed Density Residential | Neighborhood Center - Suburban | Heavy Industry | |
| Downtown | Traditional Corridor | Institutional | |
| District Center | Mixed Commercial Corridor | Parks, Open Space | |



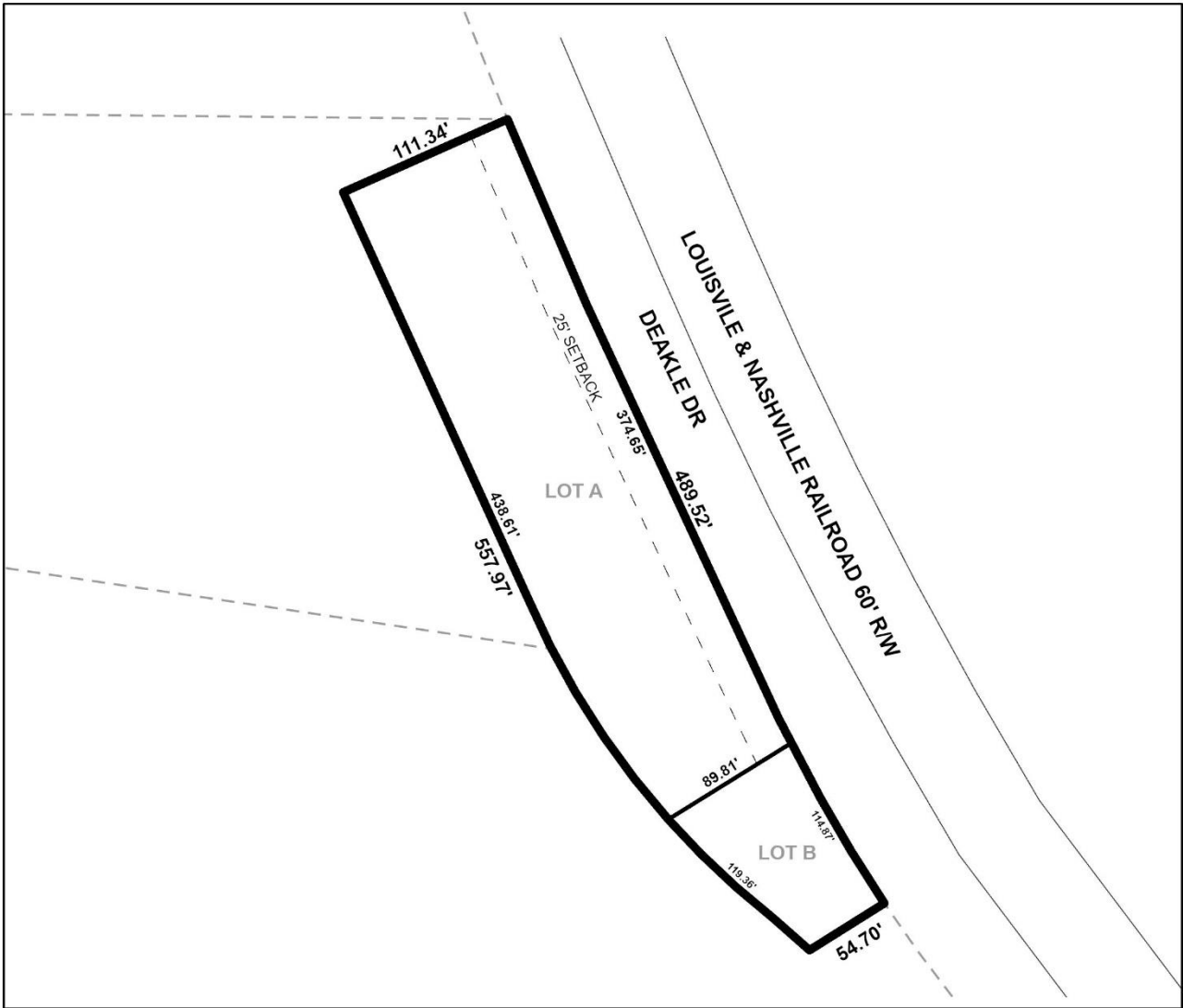
PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



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R-A R-1 R-2	R-3 R-B H-B	B-1 T-B LB-2	B-2 B-3 B-4	B-5 CW MM	ML MH I-1	I-2 PD MUN	OPEN SD SD-WH	T-3 T-4 T-5.1	T-5.2 T-6

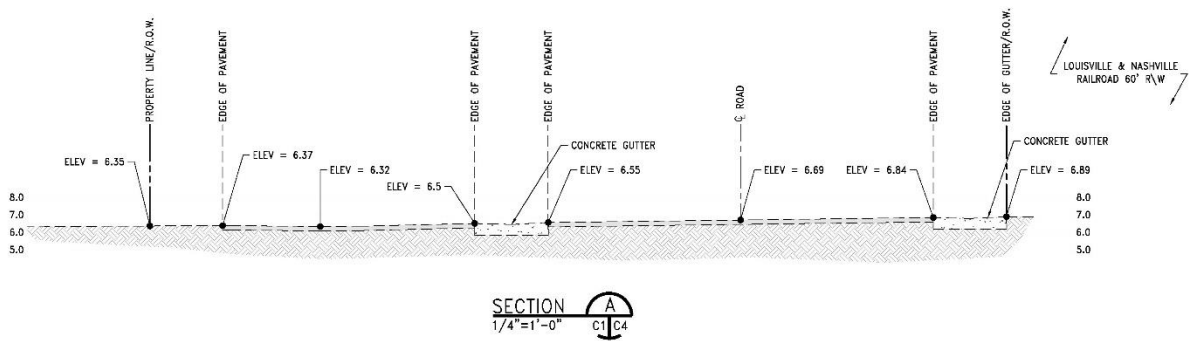
SITE PLAN



The site plan illustrates current setbacks and lots.

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DETAIL SITE PLAN



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The designation of an area with a FLUM land use category does not mean that the most intense zoning district consistent with that category is “automatically” assigned to a property. Instead, an area retains its existing zoning category until it is changed through a landowner-initiated rezoning application, or a rezoning that follows an area plan. This is because the FLUM is a long-term designation, while a change in zoning considers current conditions – such as market demands, availability of infrastructure, or impacts on the immediate neighborhood.

Zoning correspondence matrix

[illegible]

WATER-DEPENDENT & WATER-RELATED USES (WDWRU)

This designation applies to areas within the Mobile-Tensaw River Delta, Mobile Bay, Dog River, and associated tributaries, where potential future uses must, under normal operating conditions, be located on, in, or immediately adjacent to coastal waters in order to be physically and economically practicable. This includes various Uses of Regional Benefit. It may also apply to water-related and water-enhanced uses such as marinas, complementary marine businesses, industry and warehousing, housing, restaurants, and other facilities that are open to the public and offer public access to the waters of the state. These areas include port terminal facilities, docks, shipyards, drydocks, etc., that are mostly owned by the State of Alabama (but are not subject to local zoning).



ENVIRONMENTALLY SENSITIVE AREAS

Environmentally Sensitive Areas identify land that may exhibit potential for flooding or have significant development limitations due environmental conditions. In some cases, these lands also serve as buffers to separate areas that may have the potential to become conflicting land uses. The purpose of this overlay is to identify these sensitive areas so that they are given consideration for protection or incorporated as amenities within new developments. This designation does not mean existing development cannot expand in these areas.

The FLUM depicts these areas partially based upon data on environmental constraints that may not correspond precisely with conditions on the ground. However, these areas may also contain specific limitations such as riparian buffer overlays which have a defined width established through the zoning code. When considering rezoning requests or other development proposals, some areas classified as Environmentally Sensitive may be determined not to contain anticipated development constraints, or that existing conditions can reasonably be mitigated. In such cases, the future preferred land use should be based on the underlying designations, contextual considerations, and other relevant City policies.



Intent

- Conserve environmentally sensitive land.
- Buffer incompatible land uses with open space.
- Develop a connected open space network through the city for recreation.