



Black Rock Coffee Bar – Colorado Springs

Project Address: 5570 Barnes Rd

Date: 03/03/2025

Project Name: Black Rock Coffee of Colorado Springs

Black Rock Coffee – Project Statement

The project area is approximately 0.91 acres located at the intersection of Barnes Rd and Jeffery Rd. The project area is currently vacant. The property is zoned MX-L/CR AO per the Zoning Map.

A new Black Rock Coffee Bar, drive-thru restaurant, is being proposed within the project area. Black Rock Coffee Bar is owned by Black Rock Development Company, LLC. Black Rock Coffee is a premium craft coffee shop with multiple locations across the country. Black Rock Coffee considers itself a “Part of local communities, each Black Rock Coffee Bar finds way to serve their neighborhoods. And by doing so we help raise the bar for relationship and compassion.” The proposed building is roughly 735 square feet in size, with state-of-the-art design and identifiable branding elements. It offers roughly 830 square feet of Patio and outdoor seating with the option of Drive-Thru availability. The Proposed Standard Building includes dual lane drive-thru ordering single lane pickup. The proposed improvements to the Subject Property do not include the demolition or reconstruction of any existing building or other significant structure on site.

Building Type	Total Existing Use – Sq. Ft.	Total New Use – Sq. Ft.
Coffee Shop with Outdoor Seating	0	1,565

According to the City of Colorado Springs’ Ordinance No. 11-15, Black Rock Coffee Bar is deemed as a fast food restaurant which is subject to conditional use. The proposed improvements within the project area are to comply with all current conditional use review criteria as well as ordinances and will not create new non-conforming conditions on the subject property. Such proposed improvements are to comply with use-specific standards in Part 7.3.3 for a restaurant with drive-through and outdoor seating and to minimize any potential adverse impacts to the community. Since the coffee shop does not contain a bar and does not sell any alcoholic beverages, the use-specific requirements for restaurants in Section 7.3.303B4 are not applicable to this property.

Regarding review criteria B, the site has been designed and planned out in a way that would promote good flow of traffic and avoid queuing on side streets. The Traffic Impact Study for this site has been reviewed and determined as complete by the City’s Traffic Engineering. This Traffic Impact Study shows that the Black Rock



Coffee development is anticipated to result in minimal traffic impacts to the existing roadway network, and the drive-through provides sufficient vehicle queuing spaces. Noises from the coffee shop will be buffered by the adjacent self-storage/brakes plus as well as a proposed 3' tall screen wall along the drive-through. In addition, since this property is located by the intersection of Barnes Road and N Powers Blvd, in recent years this area has transformed into a commercial hub and possibly looks significantly different from when the condition of record was placed on the site requiring conditional use. The site shows compatibility with adjacent development patterns where surrounding properties are currently under commercial use, including but not limited to Chicken Salad Chick, Teapioca Lounge, Smoothie King, etc.

Regarding review criteria C, the master developer has taken the consideration of the coffee shop's impacts into their design and ensured that the City's existing infrastructure and public improvements, including the existing public sidewalk and existing access point/driveway to the property, have adequate capacity to serve the proposed development and there are no proposed changes to those systems. The Traffic Impact Study for this site has been reviewed and determined as complete by the City's Traffic Engineering, and the City's Traffic Engineering has determined that all existing access points meet the City Traffic Criteria Manual guidelines.

The site has been designed to meet the high-quality design and development standards the City of Colorado Springs strives for, while providing an appropriate development capable of meeting the goals of the commercial needs of the residents in the area.



Issues in Pre-Application Meeting

Engineering

1. Assess and repair all deficient curb, gutter, sidewalks, ped ramps, crossspans or driveway aprons adjacent to site fronting right-of-way
- Acknowledged, Not Facing right of way. Site is vacant.
2. Install curb and gutter adjacent to public street if not in place
- Acknowledged, Not Adjacent to Public Street.
3. Install public sidewalk if not in place. Options: 5' detached or 6' attached, with exceptions if there is a park trail or if along a major arterial
- Acknowledged, relevant sidewalk has been constructed per master plan.
4. Driveway aprons and ped ramps installed to be to City and ADA standards
- Acknowledged, Grading indicates that Crosswalk meets ADA standards
5. If there is a public street needed for access or needs to be widened to City Standard, this must be constructed with development
- No Public Street is being accessed.
6. Number and location of property access points
- Two access points are requested north and south both on private internal roads.
7. Geological Hazard Report or Waiver needed if site is west of I-25 or in a Hillside Overlay area
- Please find attached Geological Hazard Report
8. Are there existing or proposed easements?
- There are no Proposed Easements, All existing easements are blanket in nature and are in place for the development as a whole. (i.e. access, utility connection, drainage)

Water Quality

1. Refer to overall master drainage report submitted by parcel to the west and is currently under review.
- Acknowledged, Master Report has been considered in Drainage Update



2. Site specific volume reduction shall be studied as part of the report and show an infiltration rate of 10%.

- Acknowledged, Please see Drainage Report (attached) for Reduction calculations

3. "Four Step Process" shall be described in report; water quality treatment, volume reduction, open channels, and source control.

- Acknowledged, Please see Drainage Report (attached) for Process Details.

Traffic Engineering

1. Queueing Lane shall be at least 300-feet.

-Please see TIA (Attached) Queueing length is set at 260 Feet. Total Lot Length is Approx 210 feet, therefore proposing a queueing length that will not impact overall development traffic flow is not feasible.

2. Confirm contribution for signal at Barnes Rd. and Chaparral Rd.; \$25-\$30k

- Discussion with Development team is still in process.

A handwritten signature in black ink, appearing to read "N. Salazar", with a stylized, cursive script.

Sincerely,
Nicholas Salazar
Project Manager
ATWELL, LLC