



K2 URBAN DESIGN
KANSAS CITY, MO

FIRM INFO & RESUMES

2019

FIRM INFO



K2 Urban Design
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At K2 Urban Design our goal is to help public and private agencies make the transition to the next generation of planning and development. We specialize in big picture, visionary master plans and in identifying the incremental steps necessary to achieve success.

For twenty-five years, Principal Kevin Klinkenberg has worked as an urban designer, planner and architect. Ten of those years he was Principal and co-founder of 180 Urban Design & Architecture in Kansas City, which worked on projects in 27 states for all manner of public and private clients. In 2010, he created K2 Urban Design, based in Savannah, GA and worked in that arena for four years, before taking a position leading the Savannah Development and Renewal Authority (SDRA).

With SDRA, Kevin led the first new, comprehensive master plan of greater downtown Savannah in decades. He also secured a grant from the Project for Lean Urbanism to be a Pilot Project City, helped to implement a Better Block program for short-term improvements, helped the City with changes to zoning to aid in affordability, managed a corridor grant program and created a speaker series on urban issues. As a volunteer effort, Kevin was Co-Chair of the Local Host Committee for CNU 26 in Savannah, which was held in May of 2018.

Kevin returned to private practice in 2018. From the beginning, he has focused his energies on those who aim for successful walkable and sociable places, and who have a sense of urgency in creating them.



For twenty-five years Kevin Klinkenberg, Principal of K2 Urban Design has explored his passion for urban planning and walkable communities. A Fellow with the Knight Program in Community Building through the University of Miami and the Knight Foundation and a member of the Congress for the New Urbanism (CNU) since 1997, Klinkenberg seeks the balance between the practical and the visionary in projects of all scales, from individual sites to neighborhoods to entire regions.

Kevin is a national authority on planning and urban design, and a frequent speaker and writer on anything related to the design and planning of walkable communities. He is a top-rated faculty member and Advisory Board member for the Form-Based Codes Institute. His blog at kevinklinkenberg.com is one of the most read urban design blogs, and his book *Why I Walk* was released in July of 2014.

Kevin co-founded 180 Urban Design in Architecture in 2000, and the firm established itself as one of the premier urban design firms in the country. Working on hundreds of projects in 27 states, Kevin and his team designed developments for both new and redevelopment locations, wrote ordinances for cities and developers, and led award-winning public involvement processes.

Kevin's career has spanned a great many different places, client types and niches, which has enabled him to see problems from a wide variety of angles. His experience working with developers for many years has been helpful to public-sector clients, and likewise his experience working with and in the public sector has helped private-sector clients.

Education

- Bachelor of Architecture, University of Kansas, 1994
- Knight Fellowship in Community Building, University of Miami, 2003

Professional Registrations

- Missouri, NCARB

Affiliations

- Congress for the New Urbanism
- American Institute of Architects
- Form-Based Codes Institute Resource Council

Certifications

- National Charrette Institute - Certified Charrette Planner

Boards

- Metropolitan Rotary Club of Savannah, GA, Current
- Purpose-Built Community Workgroup, Current
- Savannah Tree Foundation, 2014-2017
- AIA/Kansas City; 2009-10 President
- Housing Choices Coalition of Greater Kansas City
- Urban Society of Kansas City

“I have known Kevin for 20 years. He thinks in multiple dimensions and brings value to the projects he pursues using valuable research and deep knowledge in his field. Kevin is a creative designer, a superb writer, and a true expert in town planning and design”

Joe Perry

Vice President, Development at Kansas City Port Authority

“Kevin’s ability to connect with residents and the development community alike is truly superior. He has excellent written and verbal communication skills, is extremely organized, reliable, and personable. He uses multiple media to communicate with his audience. His technological literacy is impressive, and he uses myriad methods to engage his audiences.”

Scott Allen, AICP

Director of Community Development
City of Eau Claire, WI

Select Project Experience

- New Longview - Lee’s Summit, Missouri. The Longview Farm is the former country estate of lumber baron R.A. Long, and his daughter Loula Long Combs. Notorious as perhaps the premier horse farm in the country during its active use, the farm is now home to several decaying and abandoned structures, and retains only two buildings in regular use. In the summer of 2001, Gale Communities purchased an option on the remaining 260 acres of the farm, with the intention of developing the site as a TND, and restoring the historic structures to the degree that is practical. Kevin Klinkenberg provided master planning and led a charrette on the property. The design later received unanimous approval at every phase from the city, and has been under construction since 2003.
- New Town St. Charles - St. Charles, Missouri. Master-planned by Duany Plater-Zyberk & Co., the New Town St. Charles is a 600+ acre project being developed by Whittaker Builders, Inc., the 2nd largest home builder in Missouri. The development, one mile north of historic Old Town, represents a complete spectrum, consisting of multiple walkable neighborhoods. The first phase’s neighborhood center was designed in part by Kevin Klinkenberg. It consists of several mixed use buildings, with residential above ground-floor retail. The buildings surround a crescent-shaped green, which will be the civic heart of the first few neighborhoods.
- Doe Mill Neighborhood - Chico, California. The Doe Mill Neighborhood is a 22-acre TND, being developed by Heritage Partners, New Urban Builders and the Haile Group. The neighborhood has a wide mix of housing types, from courtyard apartments to single-family homes, and a variety of civic and park spaces. A total of approximately 180 units are planned. A village center component is planned for an adjoining parcel, with connections to the conventionally planned developments adjacent. Kevin Klinkenberg assisted with the planning process. The project received notable attention from Builder magazine in 2004 as one of “10 TND’s to see”.

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“I have had the opportunity to know and work with Kevin over the last few years and have found him to be innovative yet practical in his approach to projects and problems. He is one of the outstanding urban design professionals that I know in terms of knowledge, creativity and technical ability. I would gladly hire him for future projects and recommend him to others.”

Jeff Armstrong, AICP Manager of Planning, Mesquite, TX

“Our city’s Downtown Redevelopment Commission, of which I was the chair, selected Kevin Klinkenberg’s team. During our charrette process, Kevin won over our most ardent downtown revitalization naysayers. He is professional and accessible. Kevin has gone way beyond our expectations.”

Mary Potter
Mayor pro tem
City of Blue Springs, MO

Select Project Experience

- Downtown Plan and Code - Blue Springs, Missouri. Kevin Klinkenberg was retained by the City of Blue Springs to complete a new Master Plan for its downtown. The plan included a week-long charrette held in late August, and established a new vision for the city’s Main Street area and surrounding neighborhoods. The plan has received widespread enthusiasm, and was approved into ordinance in April 2007. Adoption also included a new form-based zoning code for the plan area. The plan balanced many critical issues, including how to jump-start a languishing part of the City; how to create a heart to the City that is valued because of its place-making characteristics, and how to manage the development beyond the life of a particular staff member or elected official.
- Aksarben Village - Omaha, Nebraska. Aksarben Village, a 70-acre mixed-use development, sits on land once occupied by the Ak-Sar-Ben Racetrack and Coliseum in Omaha, Nebraska. Situated at the corner of 67th and Center streets, the development includes a mix of retail, office, entertainment, and residential uses. Kevin Klinkenberg assisted with original plan which is now nearly complete.
- Douglas-Sumner Neighborhood Plan - Kansas City, Kansas. The Douglass-Sumner neighborhood is an historic African-American neighborhood adjacent to downtown Kansas City, Kansas. Home to one of the historically finest high schools in the country, the neighborhood has suffered greatly in recent years due to abandonment, crime, and a variety of social issues. Kevin Klinkenberg was retained by LISC and the Unified Government to work with the neighborhood in creating a redevelopment plan for the next 10-15 years. A 4-day charrette was held to formulate ideas and discuss them, working towards an achievable master plan. The resulting “attitude of excellence” is guiding the principles for moving the neighborhood forward. Construction of the first new homes began in 2008.

FORM-BASED CODES

"Whenever I can I have Kevin introduce my urban planning students to New Urbanism and related walkability concepts. He understands these concepts from the inside out as he has worked on these projects and analyzed what works and what doesn't. He is a New Urbanist who is approachable and down to earth. His use of real-life examples makes changing how we build cities hopeful and doable."

Bonnie J. Johnson, Ph.D., AICP
Associate Professor
University of Kansas
Department of Urban Planning

"What I was waiting for"

"This was EXCELLENT.

Extremely helpful"

"Most appreciated Kevin's practical/realistic approach"

"Kevin was great! Loved his practical, real approach and speaking style. Hope he comes back."

"Kevin K was fabulous, knew his presentations well and spoke clearly and confidently."

Comments from Form-Based
Codes Institute attendees

Of the three legs of community building (design, policy and management) nothing better accounts for all three like form-based codes. Whether you prefer to call them design-based or character-based, the basic idea is simple: we need to regulate walkable places differently than typical suburban developments. And, the most effective method is to set up development regulations and processes based around form or character.

K2 Urban Design has been one of the leaders in the FBC movement since its inception. Originally these codes were created for developers that needed a new way of doing business, but over time they have developed into full municipal regulations. K2 has authored both for over a decade. Some of our codes have received APA awards. Others have integrated into larger unified development codes as one key element. Kevin Klinkenberg continues to not only work on codes but also teach others how to write them. He is a frequent and popular faculty member for FBCI trainings, and other municipal workshops.

Selected form-based code projects

Blue Springs, MO Downtown Master Plan and Form-Based Code

Parkville, MO Connections Master Plan and Form-Based Code

South Park Sub-Area Plan - Merriam, KS

Evanston, IL Downtown Master Plan and Form-Based Code

TND Ordinance and Narrow Lot Design Stds. - Kansas City, KS

Unified Development Ordinance - Mesquite, TX

Mixed-Use Design Standards - Overland Park, KS

Cripple Creek, CO Unified Development Code

Downtown Action Plan Update and Form-Based Code - Colorado Springs, CO

PROJECT IMAGES

Mesquite, TX
UDO

Building Setbacks

Dimension	Setback	T6	T5	T4	T3	T2
1	Front Setback	0' min.	0' min.	0' min.		
	Side Setback	Street-Facing: 0' min. Non-Street-Facing: 5' min.	0' min.	0' min.		
2	Rear Setback	Corner Lots with Rear Alley	5' min.	5' min.		
		without Rear Alley	10' min.	10' min.		
3	Interior Lot	with Rear Alley	5' min.	5' min.		
		without Rear Alley	10' min.	10' min.		
4	Gallery or Arcade Setback	5' min.				

Building Height

Dimension	T6	T5	T4	T3	T2
1	12' max.	12' max.	12' max.		

Building Type
Matrix

Matrix of Building Types

How to Use this Chart:

Start with District: Refer to which Building Types are Allowed by Right, Allowed by Exception, or Not Allowed. Each district has multiple allowable Building Types. Refer to the following pages for detailed rules for each Building Type within the district.

Start with Building Type: Determine which type of building applies to your situation. Depending on district, each building type is either allowed by right, allowed by exception, or not allowed. Refer to the following pages for detailed regulations on that particular building type.

Building Type	T6	T5	T4	T3	T2
I. Mixed-Use Building	Allowed by Right	Allowed by Exception	Not Allowed		
II. Live/Work Building	Allowed by Right	Allowed by Exception	Not Allowed		
III. Small Civic Building	Allowed by Right	Allowed by Exception	Not Allowed		
IV. Small Commercial Building	Allowed by Right	Allowed by Exception	Not Allowed		
V. Apartment Building	Allowed by Right	Allowed by Exception	Not Allowed		
VI. Rowhouse	Allowed by Right	Allowed by Exception	Not Allowed		
VII. Flat over Flat (Duplex)	Allowed by Right	Allowed by Exception	Not Allowed		
VIII. Paired House (Duplex)	Allowed by Right	Allowed by Exception	Not Allowed		
IX. Single Family Detached House	Allowed by Right	Allowed by Exception	Not Allowed		
X. Accessory Unit	Allowed by Right	Allowed by Exception	Not Allowed		
XI. Prominent Civic Building	Allowed by Right	Allowed by Exception	Not Allowed		

KCK Narrow
Lot Standards

Chimneys page 42
Roofs page 30
Building Height page 24
Bay Windows page 43
Sarcophagi page 38
Window Proportion page 46
Exterior Window Casing page 46
Building Materials page 26
Using Brick & Stone page 35

two transition elements are regulated by building type. ensures that the visitor perceives the limits of the public streetscape.

TRANSITION ELEMENTS:

PUBLIC PRIVATE TRANSITION PUBLIC

KCK Narrow
Lot Standards

Classification

Definition: A dwelling unit that contains, to a limited extent, a commercial component. A Live/Work unit is a two-story unit on its own lot with the commercial component limited to the ground level.

Transition Zones:
Allowed by Right: T5, T6
Allowed by Exception: T3, T4
Not Allowed: T2, C8

URBAN STANDARDS

Height

Frontages, Setbacks, Lot Size

Parking Minimums
E6, Dwelling: 2 spaces/unit
E4, T5, Office or Retail: 2 spaces/1,000 SF or requirement
E6: no requirement

Function Intensity
A8 Zones:
Residential: limited to 1 Accessory Unit or Structure per main structure.
E3, T4: Retail: limited to first story block corner locations; T5 limited to max. of 1:100

TND Building Type page

Allowed Frontage Types & Building Location

Allowed Frontage Types

Storefront
Gallery
Arcade

Setbacks & Height

Group A
Group B
Group C

Allowed Uses by Floor

	T6	T5	T4 Corner Lots
First Floor		Retail or Office	
Upper Floor(s)		Office, Residential, Lodging, Storage, or Parking	

Intensity of Use

Use	T6	T5	T4
Retail	No Applicable Standard	building area available for retail use is limited to the first story of block corner locations	
Office	No Applicable Standard	building area available for office use is limited to the first story of block corner locations	
Lodging	No Applicable Standard	maximum of 12 bedrooms for lodging allowed on each lot	
Residential		maximum of one accessory unit per main structure	
All uses		use limited by the parking standard	

Landscape Plantings

Frontage Type	Required Number of Landscape Plantings*
Group A	0

Parking

Use	Required Number of Parking Spaces	Location of the Required Parking Spaces
Residential	1 space / dwelling unit min.	off-street
Lodging	1 space / bedroom min.	off-street

Mesquite, TX UDO

STREET DESIGN

“Kevin was part of a team we hired to prepare a Long-Range Transportation Plan (LRTP) for the Cedar Rapids metro area. I found him to be an engaging presenter, creative, thorough and professional. I would highly recommend him to any potential clients.”

Sushil Nepal
Principal Planner/Project
Manager at Centralina Council
of Governments

“[Kevin] is a genius. I adore his work and I’ve learned a ton from him. He’s a great leader and I know in the New Urbanist movement he’s very well respected. His work is top-notch.”

Charles Marohn
Strong Towns

“Personally, I think this (the South Park Sub-Area Plan) is one of the best things I’ve seen around here”

Carol Whitlock
Planning Commission Chair
City of Merriam, KS

Very early in his career, Mr. Klinkenberg began looking at different approaches to street design for his clients. Too often the needs of walkable and bike-friendly places run up against common practices and standards. Kevin was an early adopter for CNU’s “Project for Transportation Reform” and has worked with local governments, MPO’s and state DOT’s to provide alternate solutions for troublesome projects. His efforts have led to newly-built and rebuilt street designs that accommodate all users and new standards in multiple localities.

Selected street design and complete streets projects

Longview Boulevard - Kansas City, Missouri. Redesign of a four-lane divided arterial into a multi-way boulevard.

Long-Range Transportation Plan, Complete Streets Element - Cedar Rapids, Iowa. Developed the complete streets elements for all future roadways in the metropolitan area.

28th Street corridor study - Wyoming, Michigan. Developed quick studies to show how this suburban corridor can redevelop.

Street type coding - Kansas City, Kansas, Raytown, Missouri, Blue Springs, Missouri, Parkville, Missouri. New street standards for all types of streets to accommodate walking and biking.

Front Beach Road corridor form-based code - Panama City Beach, FL. Developed corridor analysis and new code.

18th Street improvements - Fat City, Jefferson Parish, LA. Redesigned existing street and adjoining parcels.

Baltimore Avenue changes - Kansas City, Missouri. Worked with city of Kansas City, MO and advocates to give this street a “diet.”

PROJECT IMAGES

28th Street,
Wyoming,
MI



Context and Applicability: The Avenue design type is applied to limited segments of arterial roads, or any portions of collector or local streets of a highly connected street network within or adjacent to:

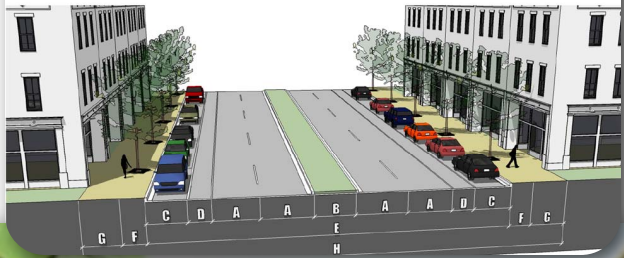
- Regional, Community, or Neighborhood Activity Centers
- Mixed-Use Employment Emphasis
- Mixed-use Commercial Emphasis
- Mixed-use Residential Emphasis

It is most applicable for zoning districts and sites that allow buildings to front directly on the street or similar locations that require on-street parking.

Standard Roadway Classification: Major Arterial

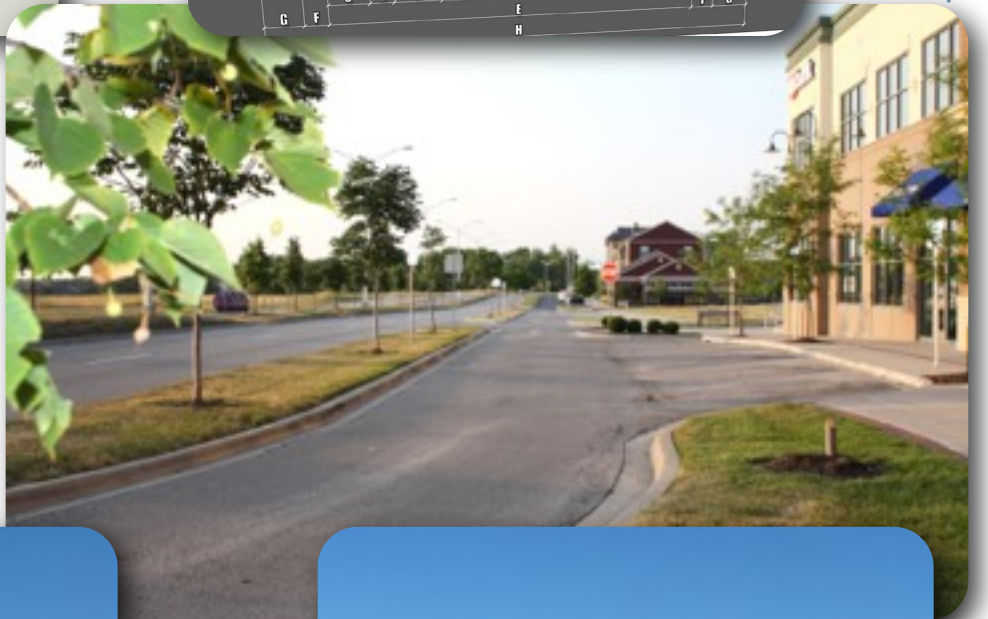
Stopping Sight Distance	200'
Intersection Spacing	330'
Distance Between Signals	660'
Access Separation - corner	200'
Access Separation - other access	200'
Driveway Approach and Street Configuration	Radial Curb Return
Snow Storage	Median
Utility Location	Under Sidewalk

GEOMETRIC AND URBAN DESIGN STANDARDS		Avenue A
A	Number of Lanes (width)	4 (10')
B	Median Type (width)	Raised (12') Optio
C	Parking	8' Parallel
D	Bicycle Accommodations	5' Lane Each Sid
E	Roadway Width (bc-bc)	66'-78'
F	Tree Lawn/Landscape	Tree Wells (4' Min. Width)
G	Pedestrian Way	6' Min.
H	Right-of-way Width	86' Min.

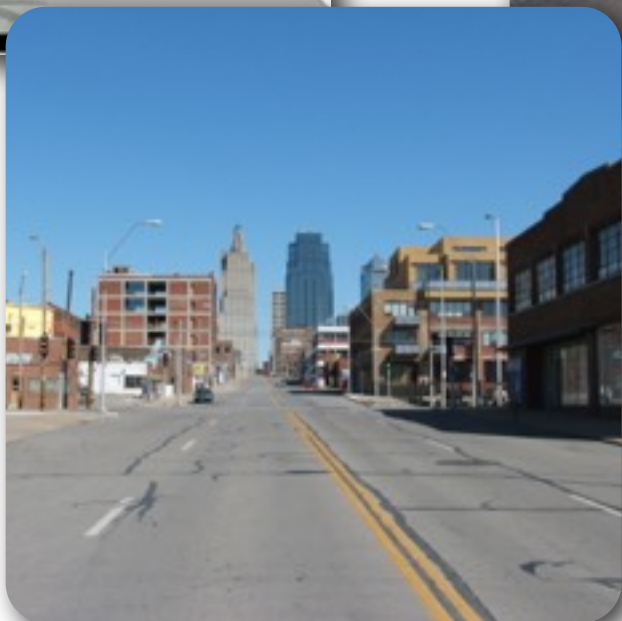


Cedar
Rapids/
CORE MPO
Complete
Streets
standards

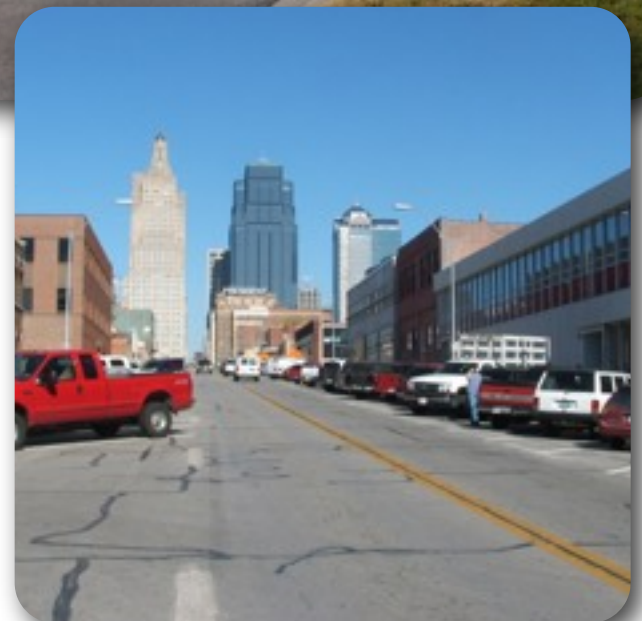
Longview
Blvd - Lee's
Summit, MO



18th Street
Jefferson
Parish, LA



Baltimore Ave - KCMO Before



Baltimore Ave - KCMO After

REFERENCES

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