Resume


Evanston
Glen View
Des Plaines
Des Plaines
O'Hare
Franklin Park
Oak Park
Clybourn
Park Block
West Loop
Outer Loop
Chicago
Mid-City Line
Realign East CTA Line
Park Block
Western Springs
Midway
Willow Springs
Oak Lawn
Blue Island

DAVID AUSHERMAN, ASLA

37 North Orange Avenue, Suite 500
Orlando, Florida 32801
407 455 2642

PROFESSIONAL QUALIFICATIONS

Master of Design Studies / Landscape Planning, Graduate School of Design, Harvard University, 1990
Bachelor of Landscape Architecture, University of Florida, 1979
American Society of Landscape Architects Certification, 1979
Registered Landscape Architect, Florida, 1979

AWARDS AND DISTINCTIONS

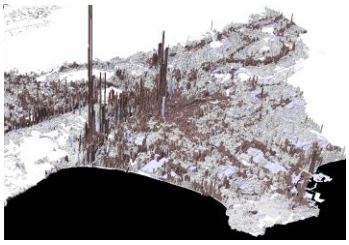
Daniel Burnham Award, Recipient: Chicago Metropolis 2020 - 2004
Daniel Burnham Award, Recipient: Envision Utah - 2002
ASLA Merit Award for Planning (Oregon Chapter) Farmland Conservation - 1996
ASLA Merit Award for Design (Florida Chapter) Linda Stanley Residence - 1987
Certificate of Honor for Excellence in the Study of Landscape Architecture. National ASLA Award - 1979

PROFESSIONAL EXPERIENCE

2011-	David Ausherman Associates Orlando, Florida	Director
2006-11	Renaissance Planning Group Orlando, Florida	Principal of Planning and Design
1998-06	Fregonese Calthorpe & Associates Portland, Oregon	Senior Associate
1992-98	Growth Management Department, Metro Portland, Oregon	Senior Regional Planner
1990-92	Metropolitan Greenspaces, Metro Portland, Oregon	Associate Regional Planner
1987-90	The Office of Robert Perron Portland, Oregon	Senior Landscape Architect
1984-87	David Ausherman, Landscape Architect Jacksonville, Florida	Principal
1981-84	Brian Clouston and Partners Hong Kong BCP Far East Singapore	Senior Designer
1979-81	Brian Clouston and Partners Glasgow, Scotland	Landscape Architect Landscape Assistant

PROFESSIONAL PROJECTS

DAVID AUSHERMAN ASSOCIATES



CALIFORNIA GREENHOUSE GAS REDUCTION SCENARIOS, NRDC. Commissioned by the Natural Resources Defense Council to review the land use component of GHG reduction scenarios submitted to CARB (California Air Resources Board) to comply with SB 375. My primary responsibility was for review of the 'Big 4' regions – Sacramento, Los Angeles, San Diego and the Bay Area. Ongoing work in 2011 will develop policies and concepts to guide the refined GHG scenarios for the SCAG Region.

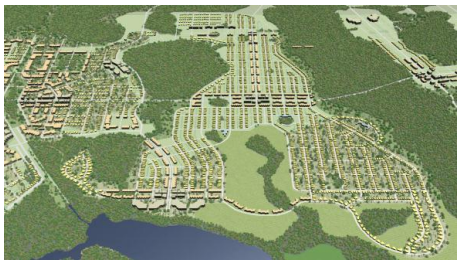
RENAISSANCE PLANNING GROUP

JACKSONVILLE BRT CORRIDOR ANALYSIS, Jacksonville, Florida. Analyses of existing households, employment and potential growth in designated BRT transit corridors in the Jacksonville region were used to locate the best station locations along six designated alignments.

REGIONAL GROWTH VISION, Orlando Metropolitan Area. *Regional Visioning* In an effort to create a shared vision for growth in the 6-county metropolitan region East Central Florida Regional Planning Commission in cooperation with the Regional Chamber of Commerce commissioned Renaissance to develop and model 3 alternative scenarios for growth. Each was modeled for transportation impacts and land consumption. A preferred alternative was then adopted to help guide growth in the region.

DESERET RANCHES OF FLORIDA, Orange, Osceola and Brevard Counties. Long Range Visioning/Design. Deseret Ranches, a 300,000 acre ranch spanning 3 counties between Orlando and Cocoa extends north-south for nearly 50 miles along the St. Johns River. Owned by the LDS Church since the 1950's we were commissioned to undertake various studies to anticipate future potential for the Ranch. Studies have included land use scenarios, transportation elements, reservoir potential and open space and environmental corridors.

SOUTHPORT EXTENSION STUDY, Osceola/Orange. As part of the Sungrove scenario development we were asked to consider alignments of this proposed road by OOCEA through Ranch properties at Camino Reale and Magnolia Ranch.



SUNGROVE MIXED-USE MASTER PLAN, Osceola County, Florida. Included in Osceola County's Urban Growth Area this extraordinary part of the Ranch is currently under detailed planning and design.

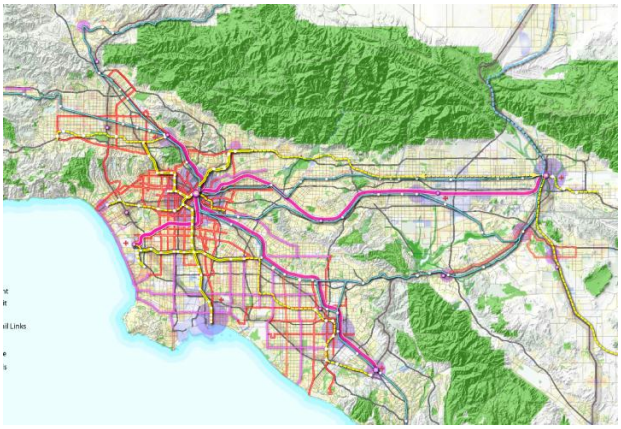
INNOVATION WAY EAST, Orange County, Florida. Planning and Design. As part of the International Corporate Park project we were asked to consider a portion of the Ranch to the east that was originally included in the Innovation Way Study Area. We developed several sketch designs and have progressed to Comprehensive Plan Amendment.

FREGONESE CALTHORPE & ASSOCIATES

REGIONAL GROWTH VISION, Boise Region, Idaho. *Regional Visioning, RTP Development* The Boise region is anticipating significant growth over the next several decades and chose to include land use planning as part of updating the regional transportation plan. We held 8 workshops around the region involving more that 1000 residents in helping shape the preferred future of the 2-county region. This will culminate in an adopted plan that will guide growth over the next 25 years in conjunction with transportation and transit improvements.

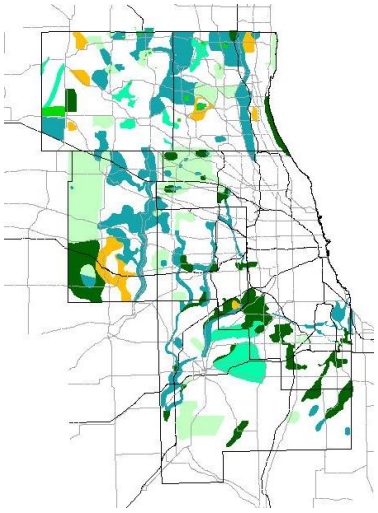
AFFORDABLE HOUSING STRATEGY, Chicago Region, Illinois. *Matching Housing to Forecast Population* The Chicago Metropolitan Region is anticipating nearly three quarters of a million new households over the next 30 years. The forecast provides information regarding ethnicity, income and household size that is important in determining the kinds of housing stock required to accommodate them. Based upon typical housing costs throughout the region we devised a strategy to provide housing through new stock and filtering that could be built by the private sector to meet the need.

SPRINGWATER URBANIZATION PLAN, Gresham, Oregon. *Urban Growth Boundary Expansion, Urban Design.* During the creation of the Region 2040 Plan, boundary expansion study areas were defined to address requirements for accommodating future growth. This is the first major expansion of the Urban Growth Boundary since it was established in the mid-1970's, and will strongly influence state-wide policies governing urban areas. The site is anticipated as a new employment center for the east part of the region to correct a jobs/housing imbalance.



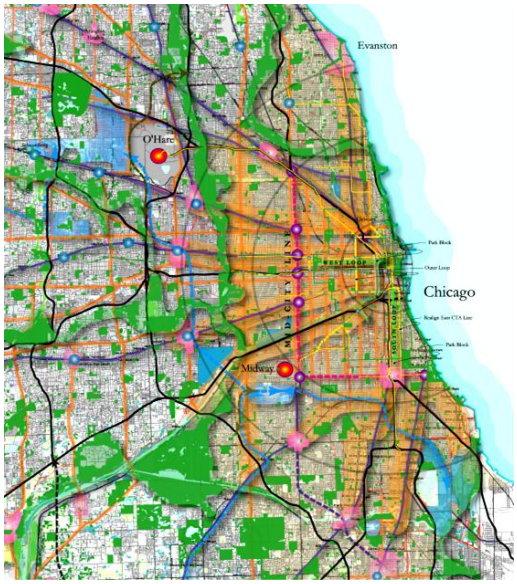
SOUTHERN CALIFORNIA REGIONAL VISION, *Regional Visioning, Transportation and Land Use Interactions.* This region is one of the most challenging in the United States. Long heralded as the most congested region in the country our land use plan was more effective in managing traffic than many additional billions of dollars invested in transportation improvement projects under the Trend Allocation developed by SCAG Staff. This is a lesson in the intricate relationship between land use and transportation planning, especially in developed regions. The RTP version of the Vision will be used for furthering of transportation issues while the emerging design will be adopted cooperatively through sub-regional coordinators over the next few years.

CHICAGO FREIGHT STUDY, Chicago, Illinois. *Freight Transportation and Associated Land Use Impacts.* Working with Smart Mobility we contributed the Land Use components of a freight plan for Chicago. Around the centerpiece of the CREATE Plan, developed through an unprecedented cooperative agreement among the major rail companies operating in the United States, we integrated freight mobility into the Metropolis Plan to achieve a balance of economic growth and livability in the Chicago Region. Detailed examination of reinvigoration of existing industrial facilities, identification of potential new intermodal facilities, addressing abandoned rail lines, isolated industrial lands and potential conflicts we crafted a plan to maintain the preeminence of Chicago as the freight capital of North America.



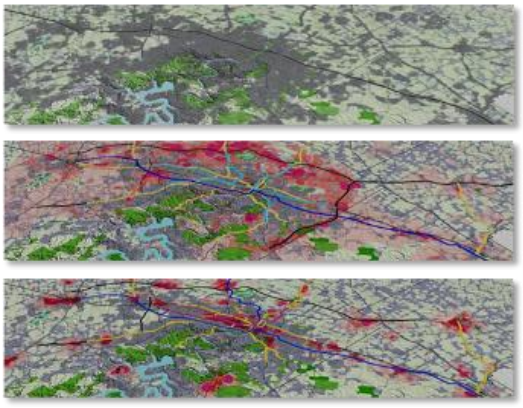
REGIONAL OPEN SPACE WORKSHOP, CHICAGO, Illinois. *Chicago Wilderness, Chicago Metropolis 2020.* Working with Chicago Wilderness, a coalition of environmental advocates and managers in the region, we held a workshop to develop an open space framework for the 6-county region that provided an additional means of evaluating growth scenarios, and will help guide expansion of the existing open space network in the region

CHICAGO REGIONAL PLAN, CHICAGO, Illinois *Business as Usual Scenario, Alternative Development. Chicago Metropolis 2020 – a Committee of the Commercial Club of Chicago.* Using available data from many sources in the region we developed a comprehensive database of the region as it is today allocated to 30-meter grid cells that can be summarized for analysis in any necessary geography such as TAZ, neighborhood or county. Our scenario outperformed the many alternatives proposed by the regional government, maximized transit ridership and reduced traffic congestion to 1997 levels using a strategy of focused land use patterns and properly priced tollway facilities.

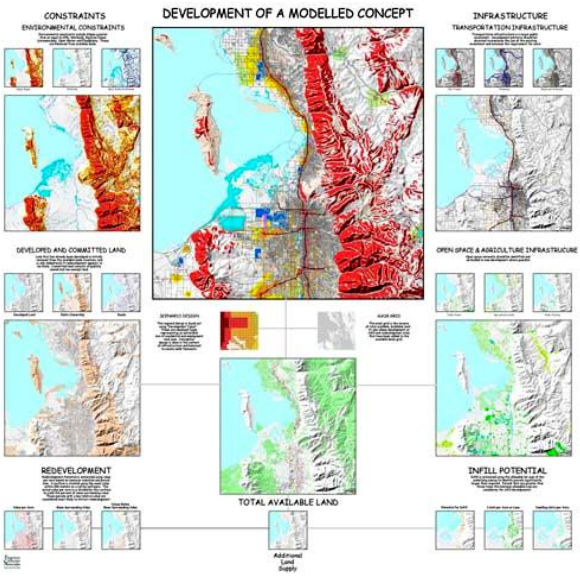


SALEM FUTURES. SALEM, OREGON. Capacity Analysis, Futures Modeling. *Transportation Land Use Planning.* Using data available from the City of Salem we developed a 'Base Case' Scenario extending current trends for 50 years based on a balanced population and employment forecast and current adopted policy. In conjunction with City staff and broad public outreach we developed a 'Preferred Alternative' to accommodate growth. The result achieved a balance of housing that more effectively addressed the changing demographic population of a changing region.

ENVISION CENTRAL TEXAS, Austin Region. Development of existing conditions, Trend Future and 3 alternative scenarios for growth in this vibrant Texas community. Home of University of Texas and Dell Computers, the Austin Region anticipated significant growth and used this process to explore various means of accommodating new housing and jobs in the context of their existing and planned transportation strategies.



WILLAMETTE VALLEY ALTERNATIVE FUTURES. OREGON. Analysis. 1000 Friends of Oregon. Using a detailed database developed by the Center for Sustainable Environment under an EPA grant, we modeled two possible 50-year futures for urbanization and agriculture in the richest farming valley in Oregon. The results have been used to bolster land use management in Oregon.



ENVISION UTAH, GREATER WASATCH REGION, UTAH. *Urban Design, Analysis.* Working with Calthorpe Associates, we developed three alternative growth concepts for comparison modeling. Using ArcView and Spatial Analyst we populated each concept with appropriate development types to logically allocate population and employment projections. Outputs are being modeled for transportation, air quality and infrastructure cost impacts.

ATHENS-CLARKE COUNTY COMPREHENSIVE PLAN. ATHENS, GEORGIA. *Urban Design, Analysis.* Athens-Clarke County is the only consolidated city/county government in Georgia. We initially completed an environmental constraints, vacant lands inventory and general capacity analysis based on current zoning. Subsequently we developed a concept plan and a translation of the current comprehensive plan to a new future land use plan. The concept was adopted by the Council in December, 1998.

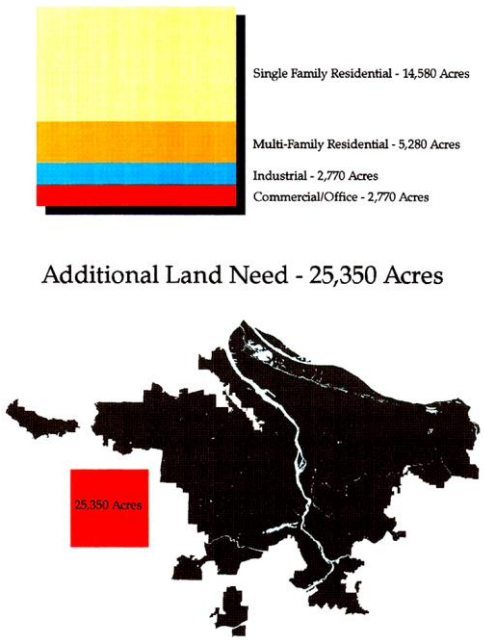
GROWTH MANAGEMENT DEPARTMENT, METRO, PORTLAND, OREGON

RECIPE FOR DISASTER : JUST ADD WATER. *Cartography.* Display illustrating the extent of inundation of the 1996 flood compared with the identical area at the end of summer 1996. Developed to convey the importance of restricting development in floodplains as proposed by the 2040 Concept plan. Text described the results of an associated analysis which tracked recent building permits issued in floodplains and the economic damage caused by the flood.

EXPLORING LOCAL GEOGRAPHY. *Cartography.* Development of 3-D map of the region using chromostereoscopy, a technique which, with the use of special microprism glasses, separates the natural spectrum of light into each eye creating the illusion of depth. Full design and code development of shade ramps, reclass tables and arrangement of other cartographic elements to enhance the illusion.

FARM LAND CONSERVATION. *Sustainable Environment.* As part of the detailed evaluation of the urban reserve study areas this analysis implemented state-wide planning goals for the protection of agricultural lands. It included two additional recommendations to the State to include parcel size and solar aspect in evaluation criteria. Oregon Chapter ASLA Merit Award for Planning, 1996.

EVALUATION OF URBAN RESERVES STUDY AREAS. *Sustainable Environment, Applied Research.* Developed a GIS methodology for applying factors from the Oregon State urban reserve rule to complete a comparative analysis of 72 designated study areas. This resulted in relative ranking on each of the factors and a relative total. The factors and geography were eventually adopted as part of the 2040 Growth Concept, the current plan for the Portland Metropolitan Region.



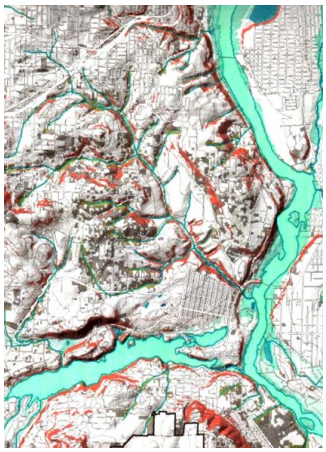
Land Consumption under the Trend Scenario

DETERMINING CAPACITY OF THE URBAN GROWTH BOUNDARY. *Urban Design, Applied Research.* Analysis of the estimated capacity of the existing boundary to guarantee a 20-year supply of land for employment and housing is a requirement in Oregon state law. This project was a culmination of individual analyses, and was designed to verify that no overlap or double counting occurred during the process. An interactive computer model allowed elected officials to test 9 associated assumptions, or variables, to derive outcomes based on their preferred assumptions. The display of the process was developed for a series of public workshops to help explain an otherwise rather obscure process. Presentation design and implementation. Best of Show, GIS in Action, URISA, 1996.

COMPARISON SHOPPING. *Urban Design.* One of the largest consumers of land in the region is surface parking. This display and analysis was designed to illustrate a comparison of two shopping malls in the region of comparable size. One is near the city center on a 35 acre site with structured parking. The other is in a suburban setting on 100 acres. The area of surface parking is overlaid on the urban mall to show what would be displaced.

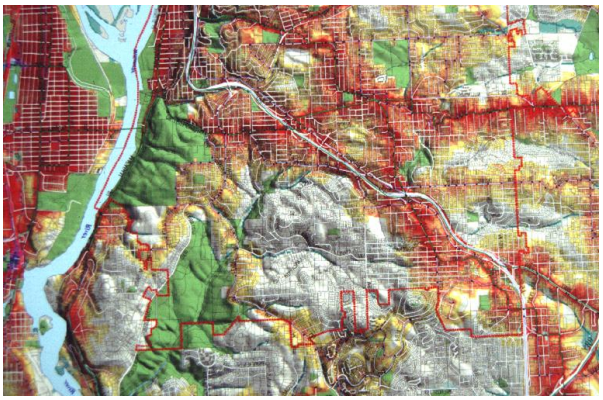
REDEVELOPMENT POTENTIAL. *Urban Planning, Applied Research.* Development of a model predicting potential for redevelopment using the GRID module of Arc/Info. The technique first integrated parcel size with building value (as a gage of efficiency of land use) creating a grid of building value per acre (BVA). Secondly the mean BVA of surrounding property within 500' on a cell-by-cell basis was calculated. Finally, the BVA grid was divided by the mean value grid resulting in a grid representing actual building value per acre as a percentage of the mean surrounding values. Our assumption was that properties which had low value in relation to surrounding properties would be most likely to redevelop. Windshield surveys of over 50 individual areas throughout the region set the thresholds for this assumption.

INFILL POTENTIAL. *Urban Planning.* Development of a technique to evaluate potential for infill of additional homes on developed land. The model compares minimum allowable lot size under current comprehensive plans with actual parcel size. Since full development of these lands would have fully accommodated the regional forecast, the results were truncated to create a grid showing only sites where current plans would allow 2 additional houses or more, in line with planning applications currently being permitted.



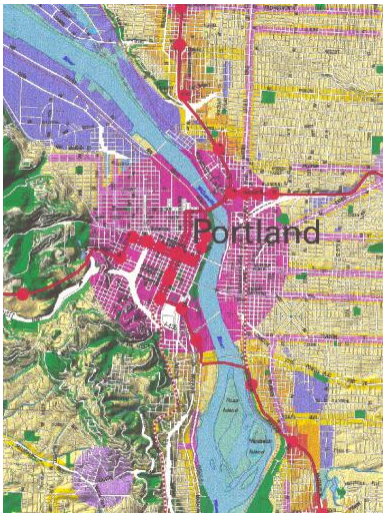
PHYSICALLY CONSTRAINED LAND. *Urban Ecology***.** As part of the evaluation of remaining vacant lands within the urban growth boundary, environmental constraints limiting their development were identified and withdrawn from the buildable land supply. These included slopes greater than or equal to 25%, floodplains, wetlands, and a 50' riparian buffer on either side of known perennial streams. These lands were reserved to establish the fact that growth could be accommodated without requiring development of these potentially hazardous lands.

DISCOUNTED VACANT LANDS. *Urban Ecology, Urban Design.* Vacant land which remained after physical constraints were excluded were further analyzed for factors which limit their development capacity for to full densities allowed by underlying plan designations. Only parcels of five acres or less were considered in this process since larger parcels would have greater opportunity for density transfers to buildable portions of the site. The discount factors, calculated in percent reductions in capacity, included ranked parcel size (0.5-1, 1-2, 2-5), ranked slopes between 8% and 25% (8-12, 12-18, 18-25), access to existing roads and partially developed parcels.



PEDESTRIAN MOBILITY MODEL. *Research, Urban Design.* Development of an analytical 'cost surface' to simulate pedestrian movement in the region. This was comprised of an access network of streets and paths combined with impedance factors which would inhibit movement, such as arterial crossings, rivers and freeways. Originally designed to explore accessibility to parks and open space.

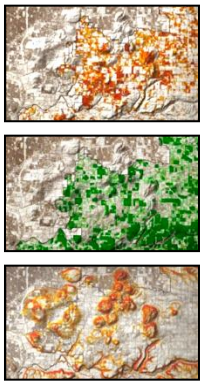
WILDLIFE HABITAT • CONNECTIVITY COST SURFACE. *Research.* Exploratory development of an analytical cost surface from the perspective of small mammals. Landscape features were valued in a radically different manner than the pedestrian mobility model. Intended as a tool for defining sites of high ecological value and measuring their connectivity with existing protected wildlife areas.

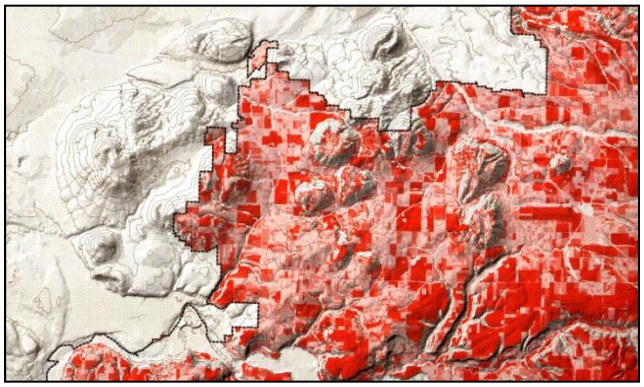


2040 GROWTH CONCEPT : CHAMPAGNE EDITION. *Cartography.* Design and implementation of a shaded relief map for the Oregon Historical Society's PORTLAND exhibit. The final display is 9' by 7' illustrating the analysis version of the 2040 plan including tax lot level detail at 1" = 2200'. It is part of the permanent exhibit in the museum's main windows on the Park Blocks.

ACCESS TO PUBLIC TRANSPORTATION. *Urban Design.* This model was designed to identify areas within the region with good access to the public transit system. To accomplish this, the bus system was analyzed and divided into peak service frequencies of 10 minutes or less, and 10-20 minute headway. Each bus stop along the routes was modeled with the pedestrian mobility surface to distances of 1/4 mile for 20 minute service and 3/8 mile for 10 minute service. Light rail stations were modeled to 1/2 mile. The results were then added to determine areas with good to excellent transit service. This model was used to define areas where surface parking will be limited through the regional framework plan.

PARKS ACCESSIBILITY. *Research, Urban Design.* Access to parks and open space was included as a goal to maintaining livability in the course of increasing densities within the boundary. Parks were classified by facilities and size into the categories of regional, community and local parks. Using the pedestrian mobility model, different walking distances were applied to each type. The results were combined to differentiate between areas which are rich or deficient in open spaces.





URBAN RESERVES STUDY. *Sustainable Environment.* As part of the 2040 plan we were required to define areas outside the boundary to examine for potential additions to the urban area. The model was designed to address state-wide planning Goal 14; Urbanization, utilizing the richness of Metro's GIS system.

RESIDENTIAL DENSITIES AND LAND VALUE. *Urban Design,* Communication.. In response to a widely held belief that large lot residential property generated greater property tax returns, this project analyzed 5 premier neighborhoods in the region on the basis of lot size, total value per acre and year built. The resulting display illustrated that traditional density of predominantly 5000SF lots more than doubled revenue per developed acre over 1/2 to 1 acre developments without compromising livability. In addition, urban services, such as roads, sewers and water lines, are far more efficiently used.

2040 GROWTH CONCEPT *Urban Design.* Design and implementation of a cartographic instrument to convey the spatial arrangement of the primary elements of the regional design concept. Simple shapes and vivid colors were incorporated for legibility of the urban typology.

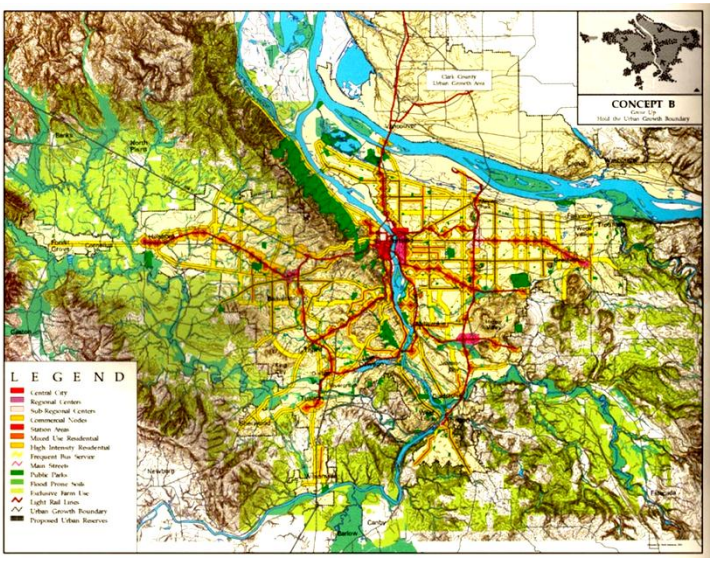
ALTERNATIVE GROWTH SCENARIOS : REGION 2040. *Urban Design.* Member of a team of 3 planners sequestered to detail three distinct regional growth concepts for comparative analysis.

Concept A Significant expansion at the edge, minimal transit investment.

Concept B No expansion, massive investment in transit.

Concept C Less expansion than A, population allocated to neighboring cities and transit corridors.

Prepared base maps for design charrettes and refined Mylar overlays for digitization.



INTRODUCTION OF THE RASTER DATA MODEL FOR URBAN PLANNING AT METRO. One of the first raster models for urban planning in the United States, the GRID model reduced scenario modeling runs from several days of computer time to less than one hour. Since the time requirement for modeling was so dramatically decreased, planning staff were less reluctant to make minor adjustments to existing alternatives, or to try innovative ideas. It also allowed environmental constraints data to be more fully integrated into the land use model.

METROPOLITAN GREENSPACES PROGRAM, METRO, PORTLAND OREGON

GREENSPACES MASTER PLAN. *Urban Ecology.* Based upon a 1989 inventory of remaining natural areas in the region the Greenspaces team, in cooperation with local parks providers, defined a system of regionally significant natural areas and trails proposed for protection and acquisition. Design and implementation of the regional system map, coordination of trails system development.

- Evaluation Criteria for Regional Natural Areas - Defined a set of criteria for comparative review of natural areas to facilitate the selection process.

- Priority Criteria for Regional Natural Areas - Defined a set of criteria for prioritizing acquisition based on threat of development and current level of protection for individual sites. This was later the subject of an exploratory pilot project to use GIS to apply these criteria.

THE GARDEN FESTIVAL. *Research.* Brian Clouston introduced the Garden Festival concept to England based on the Bundesgartenschau, begun in post-war Germany. I researched both the German model and the British adaptation to explore its feasibility for application in the US. I was granted permission to travel to the UK to visit the last scheduled festival in Wales, as well as the sites of two previous festivals in Liverpool and Glasgow. Authored final report.

WATERSHED SERIES. *Urban Ecology.* After delineating major watersheds in the region, a series of detailed maps were produced which included natural resource as well as urban features. These were used to redefine the region with hydrologic boundaries.

THE OFFICE OF ROBERT PERRON, PORTLAND, OREGON

SPRINGWATER TRAIL CORRIDOR, Gresham, Oregon. *Landscape Planning.* Trail Master Plan and Construction Documents for a 4.6 mile rail-trail using an historic inter-urban rail corridor. Part of a 16 mile corridor owned by the City of Portland, the Gresham section will set the standard for this important part of the 40-mile Loop.

U.S. EMBASSY, Bogota, Colombia. *Landscape Design.* Landscape Architectural plans for the new embassy in this tropical South American country including security issues and circulation in embassy surrounds. The concept is for utilizing the maximum native material possible required my expertise in plant communities in these regions.

JACKSONVILLE PIONEER CEMETERY RESTORATION PLAN, Jacksonville, Oregon. *Historic Landscape Restoration.* Designated as part of the National Historic Landmark, the cemetery attracts considerable tourism, and the accompanying impacts. Portions of the burial ground are still in use, and expansion is anticipated. Survey, Presentations, Report and Graphic Guidelines.

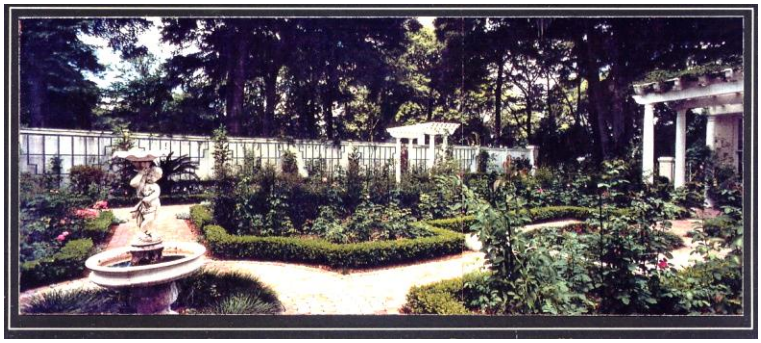
BEAR CREEK GREENWAY TRAIL, Jackson County, Oregon. *Landscape Planning, Trail Design.* A 23 mile section of Class 1 Recreation Trail was planned within the Bear Creek Greenway assembled by Jackson County Parks Department. Issues regarding ownership, land uses, wetlands mitigation, and public support were incorporated into the design and documentation of the trail.

MENTOR GRAPHICS CAMPUS MASTER PLAN, Portland, Oregon. *Landscape Master Plan*. A major new facility was planned in the Portland area for this expanding software development firm. The park like setting provides active and passive recreation for a projected staff of 3000.

DAVID AUSHERMAN - LANDSCAPE ARCHITECT, JACKSONVILLE, FLORIDA

RESIDENCE FOR FRANK & GERRY CERAVOLO, Jacksonville, Florida. *Garden Design.* Located in the prestigious Epping Forest housing development, this design for enthusiastic gardeners was laid out to include a variety of opportunities in a very small area. The principal of Garden Rooms was incorporated to enhance the scale of the 3000 SF Garden. Sketch Design, Final Design, Contract Documentation, Planting Design, Irrigation Design, Site Adjustment and Supervision.

RESIDENCE FOR HINSON & BETTY STEPHENS, Orange Park, Florida. *Large Scale Garden Design.* Situated on a 4 acre riverfront parcel, the sprawling 50's home was completely renovated and modernized. Additions over the years to the pool area had to be rationalized into a comprehensive plan enlarging deck space, locating a spa, replacing stone deck and retaining wall, and extending the living room deck. The entrance gate, drive, and drop-off was redesigned and lighted with 12 volt luminaires. Sketch Design, Final Design, Irrigation, Lighting, Planting, Hard works Details, Exterior House Facades: Contract Documentation, Site Supervision.



RESIDENCE FOR LINDA STANLEY, Jacksonville, Florida. *Garden Design.* Redesign of front garden and entrance, extensions to rose garden, research and design of herbaceous planting for a large estate home in San Marco. Miss Stanley wanted a formal garden, Victorian in flavor, with predominant color in the spring and early Summer when she does most of her entertaining. Sketch Design, Final Design, and Illustrative Drawing showing expansion through the years, Maintenance Manual, Implementation. Florida Chapter ASLA Merit Award for Design, September, 1987.

EPPING FOREST, Jacksonville, Florida. *Yacht Club/Housing Development.* Conversion of former DuPont winter home on the St. Johns River to an exclusive housing estate and private club. Detail design of housing layouts and entrance; design and contract documents for perimeter wall; restoration of formal gardens and mansion grounds; design of 1/3 acre water garden; hard and soft design of 3 model home gardens. Sub consultant to R. Glen Mitchell Associates.

BRIAN CLOUSTON & PARTNERS HONG KONG/ FAR EAST

SHEK KIP MEI, Tsuen Wan, Hong Kong. *Public housing rehabilitation.* Survey, design, documentation, and site supervision for the refurbishment of one of the earliest Hong Kong housing estates. Since the residents had already begun planting, structure planting was designed to be virtually self-maintaining and was well adopted by the residents who added their own plants to the scheme.

SHATIN TOWN PARK (Shatin Central Park), Shatin New Town, Hong Kong. *Urban park design*. Sketch and final design for an 8 hectare riverfront park in Shatin New Town Centre. The park was strongly influenced by traditional Chinese gardens integrating both practical and aesthetic features into a resilient urban garden. Detailed design, planting design, and working drawings for the Water Garden and Tea Terraces; coordination of riverfront promenade and overall park planting.

SHATIN CULTURAL COMPLEX, Shatin, Hong Kong. *Wedding garden.* Next to the marriage registry office, the garden was intended as a contained photographic setting for groups varying in size from couples to extended Chinese families. The "double happiness" Chinese character, symbolic of marriage, was used as a motif in paving, benches, and tree grilles. Sketch design, hardworks, and furniture design.

BUTTERFLY BEACH RECREATION AREA, Tuen Mun New Town, Hong Kong. *Recreation Design.* Hinterland development of a popular, previously rural beach to increase its capacity to absorb the population of a new urban centre on its doorstep. The design incorporates facilities in great demand at other beaches in a unified design scheme. Sketch and final design, sketch design report, planting coordination. Construction documentation for the first phase. Competed 1986.