

# **EMotion Pictures Productions, LLC**

Presents



A Film  
By  
David M. Edwards

Language: English  
Country of Origin: United States of America  
Running Time: 82 minutes  
Acquisition Format: High Definition (NTSC)  
Rights: US Domestic Rights Available

## **From The Film...**

A significant number of petroleum geologists believe that in this decade, and perhaps already, we have reached global peak oil production, something that happened in 1970 in America, where half of all the oil that we can get out of the ground has been taken out, most of it in the last 60 years. If that is true, given the rise of India and China and others coming along behind, we could be out of recoverable oil in somewhere between 35 and 50 years if present consumption patterns continue. And that's a cause of great concern independent of global warming because all the global warming solutions – biofuels, solar energy, wind energy, conservation, everything, even nuclear energy -- rests on an oil platform. That is, you have to some base of petroleum to make the materials, to set up the machines, to do all the things that have to be done. So it's unstable, this interdependence.

**Hon. President Bill Clinton**

***Speaking in *Sprawling From Grace; Driven To Madness****

Here in the United States we're now consuming about three gallons of petroleum per person per day. That's twenty pounds of oil per person per day. We only consume about four pounds of oxygen per person per day. We're consuming five times more oil each day, here in the United States than we are oxygen. We've become the oil tribe.

**Randy Udall**  
**Founding Member**  
**Association for the Study of Peak Oil and Gas**  
**Author of "*When Will the Joy Ride End*"**  
***Speaking in *Sprawling From Grace; Driven To Madness****

...And then finally, and I think most important of all, more important than the deficit, more important than healthcare, more important than anything, is we have got to do something about our energy strategy because if we permit the climate to continue to warm at an unsustainable rate, and if we keep on doing what we're doing 'til we're out of oil and we haven't made the transition, then it's inconceivable to me that our children and grandchildren will be able to maintain the American way of life and that the world won't be much fuller of resource-based wars of all kinds.

And you really could have, all those Mel Gibson Road Warrior movies could look more and more like reality 100 years from now.

**Hon. President Bill Clinton**

***Speaking in *Sprawling From Grace; Driven To Madness****

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## Long Synopsis

*"Sprawling From Grace, Driven To Madness: The Unintended Consequences of Suburban Sprawl"* is a national feature film documentary that illustrates the importance of altering the course of how we develop our nation's cities. It communicates the dangers of continuing to invest in the inefficient horizontal growth patterns of suburban communities and details how they threaten to bankrupt the remaining wealth of our nation. It explores how the depletion of fossil fuels will impact this living arrangement and investigates the viability of alternative energies that are currently available. This film sounds the alarm that the cheap fossil-fuel-dependant suburban *American way of life* is not just at risk. It is at peril!

After interviewing close to thirty experts on the subject, one reoccurring theme has revealed itself. We can no longer continue building our cities in the same way we have over the last half-century. The suburbs, while being an integral part of our nation's maturation, contribute substantially to our problems of air and water pollution, increasing our health risks and decreasing our quality of life. Suburbia has trapped Americans behind the wheels of their automobiles, as they commute further and further distances to find good paying jobs. Given the inevitable depletion of non-renewable fossil fuels, such as oil and natural gas, it's clear that this 50 year suburban experiment has created a host of unintended, unlivable consequences. Consequences we will have to find solutions for if we want a sustainable future in a post-fossil-fuel world. This nation and its citizens have been lulled into a false sense of security. We are blissfully unaware of the impending ramifications of continuing the patterns of growth that lock us behind the wheels of our cars. Like Nero, we are fiddling away, confident that tomorrow will be as promising as today. We don't realize that with each new suburban subdivision, with each new strip-mall, each new corporate office park, that promise slips further and further away.

Wrestling with these emerging realities, state and city governments are finding that they can no longer encourage these patterns of growth by further investing in highway and utility infrastructures. They are now forced to find viable alternatives by investing in public transit in the form of BRT (Bus Rapid Transit), commuter rail, and light rail to serve their community's transportation needs. Through this process they are gaining an historical understanding of the relationship between land use and transportation. They are rediscovering how well designed *walk-able* mixed-use communities, that are served by transit can; build and support local economies, aid in defining and creating communities, provide for diversity, improve accessibility, provide transit choices, reduce pollution and improve health. These many benefits ensure a successful and sustainable solution to the problems associated with their growing populations. In our interview with former Massachusetts Governor Michael Dukakis, he quoted Albert Einstein saying, "The definition of insanity is doing the same thing over and over again and each time expecting a different result." He clarified this quote by adding, "Continuing to develop our cities in these ever increasing suburban sprawl patterns will increasingly diminish our quality of life, both physically and mentally. We simply have to stop building more highways!"

How we build our cities will determine the future of how we live our lives, how we form our values, and will determine what we leave for our next generation. It's time we answer the wake up call.

## Medium Synopsis

This feature length documentary explores the ravages of American suburban sprawl, what America has lost as a result, and the perils we face if we don't change the way in which we build our cities. Americans have been lulled into a false sense of security by cheap energy that has allowed us to spread endlessly into our landscape. We are trapped behind the wheels of our automobiles. With the demand for oil outpacing the Earth's ability to supply it, this suburban living arrangement will fail. America's love affair with the automobile is unsustainable and, like Nero, we are fiddling away, confident that tomorrow will be as promising as today. The wake up call is coming.

## Short Synopsis

The days of cheap energy have ended. America's love affair with the automobile is unsustainable, and like Nero, we are fiddling away, confident that tomorrow will be as promising as today. The wake up call is coming.

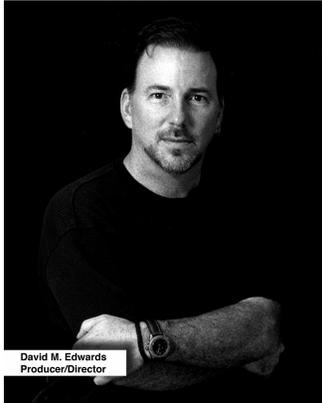
## Tag Line

We've become the oil tribe!

## Director's Biography

David M. Edwards is an award winning director and filmmaker. Coming to the position of Director via the editing suite, he is a highly detailed individual who is adept at seeing the big picture and is skilled at shaping the vision for film projects. He started EMotion Pictures Productions, LLC in 1995 with the intention of focusing his career on documentaries and narrative feature films. Since the founding of EMotion Pictures, Dave Edwards has established himself as a respected individual among film and video professionals and is a respected member in the Denver business community. After many years of success creating commercial and promotional media for such companies as Time Warner Telecom and US West, David decided to steer his career back to his original intentions. *Sprawling From Grace; Driven To Madness* is his first feature film documentary. David is currently in post-production of his second feature film documentary *Justice In Uganda; Dancing Without Music*, which is scheduled for completion in late 2008, and is in pre-production for his debut feature film narrative *Ribeye* ©.

## Director's Statement



Like many of my generation in the United States, I grew up in the suburbs. It wasn't until I was late in my teens that I was introduced to city life and all that it could offer. My experience was one of isolation, and to some degree resignation. These two identifiable notions became increasingly clear as I entered my teen years, and sought to explore my autonomy, and dare I mention, discover girls.

Sure, there were other teens to play and hangout with in the pastoral setting of neatly groomed parks and green spaces, but beyond that, there was really no place to go. No extraordinary experiences to be found. Ultimately, my friends and I found our selves hanging around in what I now realize were some of the most undesirable places I can think of. We would gather on the fringe of our suburban subdivision, smoking cigarettes atop the hills of newly excavated earth, earth that gave way to the construction sites where the next tier of suburbia was to be built. We would gather in the basements of each other's suburban homes playing Atari games, listening to rock and roll, raiding our parent's liquor cabinets, and experimenting with drugs that dulled our senses into acceptance of this mundane existence. One day bled into the next without distinction. Our lives mirrored the homogeneity of the communities we lived in. And so, we emulated the architecture that surrounded us. There were no stores, cafes, or arcades to gather in. No jobs for teens within walking or biking distance. No place to meet someone new and interesting, outside of those neighbors who lived close by. Just, row upon row of neatly kept houses that only varied in appearance every third house. And so, we bided our time, waiting for that magic age. Sixteen. Freedom. If only I could drive. If only I had a car. I'd go anywhere. I'd do anything. Oh, and girls.

As a result of this experience, I became what was referred to as a motor head. I ingested information about cars like there was no end. I grew to understand the intricacies of their power, the size of their engine, the gearing, the handling, and their sex appeal. I wanted the biggest, fastest, most gas-guzzling car I could build. Cameros, Tempests, GTO's, Firebirds, and Mustangs, these were the cars I built into road ripping genius.

To this day I still love cars. Their power still attracts me. I have raced them, collected them, and coveted them. They will remain in my psyche as a symbol of freedom. They represent the moment at which I took control of my life. A moment, when I could go places that mattered...to me.

It was about this time that I found, or discovered, the city. A whole community of kids my age. They talked about interesting things. They were engaged. They cared about things. They were brilliant. They went about their lives in a way that was different from me. They walked to where they met. They came from diverse backgrounds, and brought that diversity with them. There

was such a sensual mingling of ideas and feelings. The possibility of saying something, having your ideas discussed intellectually for their validity, and then taking those responses to confirm or adjust your view, was heady.

I know that other's experiences will differ from mine. I cannot speak to their experience. But, I can't help but think that we are all experiencing the same questions and trepidations during these troubling times. Oil is now trading at over \$130 a barrel. We are feeling the impacts of the sub-prime mortgage crisis, and we are continually seeing the erosion of our economy. The days of the gas-guzzling cars must end. The days of driving to every destination must stop.

As a parent, I have so many concerns for my children. My wish would be that I could hand their futures to them, as if presented on a golden platter, and say, "Here is your future, it's promising. Take care of it." But, that will not be. Their future is fraught with challenges we can't even imagine. We are handing our children an earth that is in the peril of global warming, a society that will have to grapple with diminishing resources, and a society that must struggle with our mistakes of previous investment. This is what we have to offer them. This is what we have built for them. We owe them a grave apology.

It is my wish that through this film I can awake the stewards in all of us to kindle a vision of hope. A vision of something we can be proud to hand to the next generation, something that will help to provide meaning to their lives, something sustainable that they may give to their children.

David M Edwards

## Reviews

*... An Amazing, Amazing film that you must see. You will never, I repeat never, look at your car the same way again.*

*Kirk Montgomery  
Entertainment Reporter  
KUSA/NBC Affiliate  
Denver, CO*

*As important a film as Al Gore's An Inconvenient Truth. Americans can't afford to miss this amazing film.*

*Gil Whitely  
Sports and Entertainment  
Talk Show Host  
AM Radio 1510  
Denver, CO*

## Awards



## **Interviewee Biographies**

**We would like to express our gratitude to the interviewees for this film:  
(In alphabetical order)**

### **Thomas S. Ahlbrandt**

Project Chief  
USGS 2000 World Petroleum Assessment  
Vice President of Exploration and Chief Geologist  
PetroHunter Energy Corporation  
Denver, CO

Dr. Thomas Ahlbrandt, age 58, is Vice President of Exploration and Chief Geologist of PetroHunter Energy Corporation. Dr. Ahlbrandt has 19 years of industry experience in exploration and research with Esso (predecessor to Exxon Mobil), Pan American (predecessor to PB Amoco), Amerada and other independents, including serving as General Partner for PetroStrat Exploration. For more than 20 years, Dr. Ahlbrandt worked for the U.S. Geological Survey (USGS) where he served as a chief for the World Energy Project, and led the USGS World Petroleum Assessment in 2000. He currently serves as Vice Chairman for the United Nations Committee (UNECE), Ad Hoc Group of Experts on the Supply of Fossil Fuel. Dr. Ahlbrandt also served on the Executive Committee of the American Association of Petroleum Geologists (AAPG) as Chairman of the House of Delegates from 1995 to 1996. He has received numerous awards including Distinguished Lecturer of the AAPG, the Distinguished Service Award from AAPG, Outstanding Scientist from the Rocky Mountain Association of Geologists, Distinguished Alumnus of the University of Wyoming and Meritorious Service Award from the Department of the Interior.

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### **Dena Belzer**

Principal  
Strategic Economics  
Berkeley, CA

Ms. Belzer is an expert on transit oriented development, fostering mixed-use districts, and local-serving retail attraction. She has helped to establish best practices for transit oriented development in multiple communities as well as writing extensively on the topic. Her work on retail revitalization in neighborhood shopping districts has also been recognized as a model for “best practice” by such organizations as Northern California Local Support Corporation.

Ms. Belzer received a Master of City Planning from U.C. Berkeley and a B.A. in Psychology from Pitzer College. She serves on the Boards of the University of California, College of Environmental Design Alumni Association and Community Economics Inc., a non-profit organization specializing in affordable housing finance. Her publications include Visioning the Future: Strategies for Community Change published by HUD, 1994, (contributing author); Transit Oriented Development: From Rhetoric to Reality, published by the Great American Station Foundation and the Brookings Institution Center on Urban & Metropolitan Policy, June, 2002; and Countering Sprawl with Transit Oriented Development, in Issues in Science and Technology, National Academy of Sciences, Fall 2002. Ms. Belzer received a National Business Women’s Week Award from the Business and Professional Women, Berkeley in 1996.

## **Peter Calthorpe**

Principal  
Calthorpe Associates  
Berkeley, CA

Peter Calthorpe was named one of 25 "innovators on the cutting edge" by Newsweek Magazine for his work redefining the models of urban and suburban growth in America. His long and honored career in urban design, planning, and architecture began in 1976, combining his experience in each discipline to develop new approaches to urban revitalization, suburban growth, and regional planning.

Mr. Calthorpe's early published work includes technical papers, articles for popular magazines, and a number of seminal books, including Sustainable Communities with Sim Van der Ryn, and The Pedestrian Pocket Book with Doug Kelbaugh. The Next American Metropolis: Ecology, Community, and the American Dream, published in 1993, introduced the concept of Transit-Oriented Development (TOD) and provided extensive guidelines and illustrations of their broad application. His latest book with William Fulton, The Regional City: Planning for the End of Sprawl, explains how regional-scale planning and design can integrate urban revitalization and suburban renewal into a coherent vision of metropolitan growth.

Mr. Calthorpe has lectured extensively throughout the United States, Europe, and South America. He has taught at U.C. Berkeley, the University of Washington, the University of Oregon, and the University of North Carolina. Over the years he has received numerous honors and awards, including appointment to the President's Councils for Sustainable Development.

After studying at Yale's Graduate School of Architecture, he joined the Farrallones Institute as Director of Design. Beginning private practice in 1978, with the firm of Van der Ryn, Calthorpe and Partners, his work ranged from large community planning to commercial complexes and public buildings. His architecture, planning, and research from this period established his leadership in passive solar design, producing countless publications and three National HUD awards.

Since forming Calthorpe Associates in 1983, his work has expanded to include major projects in urban, new town, and suburban settings in the United States and abroad. With groundbreaking work in Portland, Salt Lake, Austin, the Twin Cities, and Los Angeles, he has helped established the emerging field of regional design.

During the Clinton presidency, Mr. Calthorpe provided direction for HUD's Empowerment Zone and Consolidated Planning Programs as well as the Hope VI program to rebuild some of the country's worst public housing projects. In 1992, he became a founder of the Congress for New Urbanism and was its first board president.

Internationally his work in Japan, China, Italy, Tunis, Jordan, Australia, and the Philippines has demonstrated that community design with a focus on environmental sustainability and human scale can be adapted throughout the globe. Mr. Calthorpe was recently selected by the State of Louisiana to lead its long-term growth and redevelopment planning following hurricanes Katrina and Rita.

Through design, innovation, publications, and realized projects, Peter Calthorpe's 30 year practice has helped solidify a national trend towards the key principals of New Urbanism: that successful places - whether neighborhoods, villages, or urban centers - must be diverse in use and user, walkable and transit-oriented, and environmentally sustainable. In recognition of his

work, he was awarded ULI's prestigious "J.C. Nichols Prize for Visionaries in Urban Development" in 2006.

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### **Hon. President Bill Clinton**

Former President  
United States of America

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### **David Dixon, AIA**

Principal  
Goody Clancy  
Boston, MA

David Dixon leads Goody Clancy's Planning and Urban Design division. His work has won national awards from the American Institute of Architects (AIA), Congress for the New Urbanism, Society for College and University Planning, and American Society of Landscape Architects. The Boston Globe's architecture critic hailed the "Civic Vision for Turnpike Air Rights in Boston" as Boston's "most ambitious planning endeavor since Olmsted's Emerald Necklace." In 2007 David was honored with the AIA's Thomas Jefferson Award for Public Architecture for his achievements in support of the public sector.

David served as 2003 President of the Boston Society of Architects (the local AIA Chapter) and chair of the 2003 national conference on "Density: Myth and Reality." He has been invited to speak about revitalizing America's downtowns and neighborhoods by the AIA, the Mayor's Institute for City Design, the Congress for the New Urbanism, and the Society for College and University Planning; served as a juror for the AIA's Regional and Urban Design Honor Awards; and is one of five national advisors of the AIA's Regional and Urban Design Committee. He writes frequently about urban issues, including recent chapters on university-sponsored revitalization (published by the Lincoln Institute for Land Policy and Great Cities Institute) and urban design issues related to homeland security (MIT Press). He earned a Bachelor of Arts from Wesleyan University, Master of Architecture from University of Pennsylvania, and Master of Urban Design from Harvard University.

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### **Michael Dukakis**

Former Governor Massachusetts  
Former Democratic Presidential Candidate (1988)  
Distinguished Professor of Political Studies Northeastern University  
Professor of Political Studies UCLA

Boston, MA

Michael Stanley Dukakis was born in Brookline, Massachusetts on November 3, 1933. His parents, Panos and Euturpe (Boukis) Dukakis both emigrated from Greece to the mill cities of Lowell and Haverhill, Massachusetts before marrying and settling in the town of Brookline, just outside Boston.

Dukakis graduated from Brookline High School (1951), Swarthmore College (1955), and Harvard Law School (1960). He served for two years in the United States Army, sixteen months of which he spent with the Support Group to the UN Delegation to the Military Armistice commission in Munsan, Korea.

Dukakis began his political career as an elected Town Meeting Member in the town of Brookline. He was elected chairman of his town's Democratic organization in 1960 and won a seat in the Massachusetts legislature in 1962. He served four terms as a legislator, winning re-election by an increasing margin each time he ran.

In 1970 he was the Massachusetts Democratic Party's nominee for Lieutenant- Governor and the running mate of Boston Mayor Kevin White in that year's gubernatorial race which they lost to Republicans Frank Sargeant and Donald Dwight. Dukakis won his party's nomination for governor in 1974 and beat Sargeant decisively in November of that year.

He inherited a record deficit and record high unemployment and is generally credited with digging Massachusetts out of one of its worst financial and economic crises in history. But the effort took its toll, and Dukakis was defeated in the Democratic Primary in 1978 by Edward King.

Dukakis came back to defeat King in 1982 and was re-elected to an unprecedented third four-year term in 1986 by one of the largest margins in history. In 1986 his colleagues in the National Governors Association voted him the most effective governor in the Nation.

Dukakis won the Democratic nomination for the Presidency in 1988 but was defeated by George Bush. Soon thereafter, he announced that he would not be a candidate for re-election as governor and served his final two years as governor at a time of increasing financial and economic distress in Massachusetts and the Northeast.

After leaving office in January 1991, Dukakis and his wife, Kitty, spent five weeks in Australia as guests of the city of Melbourne and three months at the University of Hawaii where Dukakis was a visiting professor in the political science department and at the School of Public Health. While at the University of Hawaii, he taught courses in political leadership and health policy and led a series of public forums on the reform of the nation's health care system. Since then, there has been increasing public interest in Hawaii's first-in-the nation universal health insurance system and the lessons that can be learned from it as the nation debates the future of health care in America.

Since June of 1991, Dukakis has been a visiting professor at Northeastern University's political science department and has also taught in the senior executive program for State and Local managers at the John F. Kennedy School of Government at Harvard University. He has also taught for the past three years at Florida Atlantic University.

His research has focused on national health care policy reform and the lessons that national policy makers can learn from state reform efforts. He has authored articles on the subject for the *Journal of American Health Policy* (1992); the *Yale Law and Policy Review* (1992); the *New England Journal of Medicine* (1992); and *Compensation and Benefits Management* (1993). In addition, he co-taught with Professor Rochefort a graduate seminar in national health policy reform that included a series of public forums and an all-day conference that culminated in the publication of *Insuring American Health for the Year 2000*, a Northeastern University publication that has been distributed widely to health policy makers, legislators and others.

Kitty and Mike Dukakis have three children, John, Andrea, and Kara, and are the proud grandparents of Alexandra Jane Dukakis, age 5.

## **Mark Falcone**

Principal  
Continuum Partners  
Denver, CO

Mark Falcone founded Continuum Partners, LLC in Denver in 1997. Continuum Partners is a real estate development company born from the belief that there is a critical connection between long-term value, high quality urban design and ecological sustainability. Continuum achieves this through an experienced real estate team with a solid base of capital resources to develop projects which demonstrate the principles of Smart Growth.

Since its inception Continuum has successfully completed over 500 million dollars in development. Projects include 16 Market Square, a 350,000 square foot mixed use building in downtown Denver; Bradburn, a 250 million dollar mixed use village in Westminster, Colorado; Belmar, a new 22 city block mixed use precinct in the center of Lakewood Colorado; and Arthouse in downtown Denver which includes 13 luxury townhomes adjacent to 65 units of affordable housing and the new 20,000 square foot Museum of Contemporary Art.

Previously, Mark was a partner in his family's real estate development group, The Pioneer Companies, which he joined in 1987. Mark served as director of operations for Pioneer from 1990-1996, overseeing five million square feet of development across five different states. Prior to joining Pioneer, Mark worked with The Rouse Company's division of Office and Community Development in Baltimore, MD. He graduated with a BA from Colgate University in 1985.

Throughout his career Mark has been actively engaged in the dialog to advance more sustainable settlement patterns within his industry and amongst public policy makers. As Chair of the Onondaga County Commission on Economic Development and Tourism Mark organized a conference series called Onondaga County: Home to the Best Small Towns in America. The four all-day conferences eventually lead to a new County Plan by DPZ. Mark also co-chaired a study co-sponsored by the Congress for the New Urbanism and Harvard University focused on developing federal incentives to accelerate the redevelopment of underperforming shopping malls. Over the years Mark has served in several volunteer leadership positions for the Nature Conservancy, a not for profit affordable housing developer and other various organizations focused on the issues and challenges of our built environment.

Currently Mark chairs The Nature Conservancy's Colorado Chapter Board, is a member of the Colorado Forum, a Founding Director of the Lab – Experiments in Arts and Ideas, a member of the Colgate University Board of Trustees, a member of the NEA's Mayor's Institute on City Design Advisory Board.

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## **Jan Gehl**

Principal  
Gehl Architects  
Copenhagen, Denmark

Jan is an Architect MAA & FRIBA, Professor Emeritus of Urban Design at the School of Architecture, the Royal Danish Academy of Fine Arts in Copenhagen.

His international teachings includes visiting professorships in Edinburgh, Toronto, Calgary, Melbourne, Perth, Berkeley, San José, Oslo, Dresden, Wrocław, Hanover, Guadalajara, Vilnius,

Cape Town and Costa Rica. Consultancy includes city centres in New York, Sydney, London, Edinburgh, Melbourne, Adelaide, Perth, Wellington, Cape Town, Amman, Zürich, Riga, Oslo, Stockholm and Copenhagen.

Publications include:

- *Life Between Buildings – Using Public Space*. Published in 15 languages.
- *Public Spaces Public Life*, Copenhagen. Winner of the Edra/PLACES Research award, USA, 1998.
- *New City Spaces*, Danish Architectural Press, Copenhagen 2001.
- *New City Life*, Danish Architectural Press, Copenhagen, 2006.

Jan has been awarded the Sir Patrick Abercrombie prize for exemplary contributions to town planning by the International Union of Architects as well as an honorary doctorate from Heriot-Watt University in Edinburgh.

In 2006, Jan was awarded an international honorary fellowship to the Royal Institute of British Architects (Int. FRIBA).

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## **Mayor John Hickenlooper**

Denver City Mayor  
Denver, CO

A small businessman who had never previously run for political office, John Hickenlooper was elected Mayor of Denver in 2003 and reelected in 2007. Since taking office, Mayor Hickenlooper passed a citywide charter reform initiative to modernize Denver's personnel system, overcame a \$70 million deficit to balance the City budget while averting major cuts in services and massive layoffs, reached deals with United, Frontier and Southwest Airlines enabling all carriers to grow at Denver International Airport, implemented the most sweeping set of police reforms in Denver's history, built an unprecedented partnership with Denver Public Schools, launched efforts to create a more business-friendly environment in city government, initiated a citywide campaign to end homelessness, created Denver's sustainable development initiative, and ushered in a new era of bipartisan regional cooperation culminating in passage of the largest regional transit initiative in the history of the United States.

In November 2005, Mayor Hickenlooper was the only mayor named by *Governing Magazine* as one of the top Public Officials of the Year, and in April 2005 – less than two years into his first term – *TIME Magazine* named Mayor Hickenlooper one of the top five “big-city” mayors in America.

Hickenlooper's passion for Denver began in 1981 when his career as an exploration geologist brought him to Buckhorn Petroleum, where he worked for five years. After the collapse of the oil industry, he found himself with a healthy severance check, no immediate job prospects, and time on his hands. Inspired by a visit to a northern California brewpub, he spent two years developing the Wynkoop Brewing Company, the first brewpub in the Rocky Mountains. The Wynkoop group grew to eventually include seven Denver restaurants and a brewpub in Colorado Springs.

A respected entrepreneur, Hickenlooper was also involved with numerous downtown Denver renovation and development projects and is credited as one of the pioneers that helped revitalize

Denver's Lower Downtown historic district. In recognition of his efforts supporting preservation in Denver and downtowns across the country, Hickenlooper received a National Preservation Award from the National Trust for Historic Preservation in 1997.

Long before he had ever considered public office, Hickenlooper was active in community affairs, serving on numerous civic boards including Volunteers for Outdoor Colorado, Denver Metro Convention and Visitors Bureau, Denver Metro Chamber of Commerce, Denver Civic Ventures, Colorado Business Committee for the Arts, the Denver Art Museum, the Association of Brewers, and the Institute for Brewing Studies. In 1987, he co-founded the Chinook Fund, a local foundation that provides seed grants to community organizations that emphasize social change. He also co-founded CultureHaus, the Denver Art Museum's 600-member young adult organization.

Leading a grassroots campaign to preserve the "Mile High Stadium" name in 2000 planted the seeds for his 2003 mayoral bid. An unlikely candidate facing a half-dozen seasoned political veterans, Hickenlooper made Denver history with his nearly two-to-one margin of victory. Mayor Hickenlooper began his term by assembling the most diverse team of city leadership Denver has ever known. Maintaining a commitment to diversity and excellence, Hickenlooper recruited corporate executives, local nonprofit leaders and government innovators from around the country, resulting in a team that is more than half women and more than half Latino/African-American/Asian.

Since his election, Mayor Hickenlooper has worked to increase civic engagement and participation throughout the city and Denver metro area, helping to bring all 32 metro mayors together to work on initiatives that benefit the entire region. His collaborative approach has built strong bonds and partnerships that transcend partisan and geographic lines. His integrity, honesty and sense of humor have renewed public faith and trust in City Hall, and his boundless energy and enthusiasm have generated tremendous optimism and confidence in Denver's future.

Mayor Hickenlooper graduated from Wesleyan University, where he received a bachelor's degree in English in 1974 and a master's degree in geology in 1980. His wife, Helen Thorpe, is a writer whose work has been published in the New Yorker, New York Times Magazine, George, and Texas Monthly. They live in northeast Denver with their five-year-old son, Teddy.

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## **Rudy Kadlub**

CEO/President  
Costa Pacific Communities  
Wilsonville, OR

Rudy A. Kadlub, chief executive of Costa Pacific Communities headquartered in Wilsonville, Oregon, is committed to excellence. He has been recognized nationally for his ability to create trend setting communities and homes of enduring value. Led by Rudy, Costa Pacific has earned more design and marketing awards than any other developer/homebuilder in the Pacific Northwest. The company most recently co-developed Orenco Station, an 1834 home transit-oriented mixed-use community in Hillsboro that was named Master Planned Community of the year by the National Association of Home Builders (NAHB) in 1999. Costa Pacific is currently master planning and developing Villebois, a European-inspired complete community located in Wilsonville, which will accommodate nearly 2700 homes, restaurants, shops, schools and services.

Rudy has participated in the real estate industry in a sales and management capacity for the past 27 years. He has been named Builder of the Year twice by the Home Builders Association of Metropolitan Portland (HBAMP), Developer of the Year by the non-profit organization 1000 Friends of Oregon, and received the prestigious Bill Molster Marketing Award from NAHB.

Rudy is a Life Director of the NAHB and a full member of the Urban Land Institute (ULI). In addition, he is past chairman of the National Sales and Marketing Council of the NAHB and past president of HBAMP. Rudy is the founder and chairman of the Portland Home Builders' Foundation and the Portland Chapter of HomeAid America. He is also a member of the prestigious Institute of Residential Marketing (MIRM), and has held leadership positions in many business and civic organizations.

Prior to his career in real estate, Rudy was a college football coach with several championship seasons to his credit. He earned a B.A. from the University of California at Davis, a M.A. from the University of Northern Colorado and has completed course work and comprehensive exams for Ed.D. in Psychological Kinesiology.

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## **James Howard Kunstler**

Author

The Long Emergency

Geography of Nowhere

Home From Nowhere

James Howard Kunstler says he wrote *The Geography of Nowhere*, "Because I believe a lot of people share my feelings about the tragic landscape of highway strips, parking lots, housing tracts, mega-malls, junked cities, and ravaged countryside that makes up the everyday environment where most Americans live and work."

*Home From Nowhere* was a continuation of that discussion with an emphasis on the remedies. A portion of it appeared as the cover story in the September 1996 *Atlantic Monthly*.

His next book in the series, *The City in Mind: Notes on the Urban Condition*, published by Simon & Schuster / Free Press, is a look a wide-ranging look at cities here and abroad, an inquiry into what makes them great (or miserable), and in particular what America is going to do with it's mutilated cities.

His latest book, *The Long Emergency*, published by the Atlantic Monthly Press in 2005, is about the challenges posed by the coming permanent global oil crisis, climate change, and other "converging catastrophes of the 21st Century."

The Atlantic Monthly Press also published his novel, *Maggie Darling*, in 2004.

Mr. Kunstler is also the author of eight other novels including *The Halloween Ball*, *An Embarrassment of Riches*. He is a regular contributor to the New York Times Sunday Magazine and Op-Ed page, where he has written on environmental and economic issues.

Mr. Kunstler was born in New York City in 1948. He moved to the Long Island suburbs in 1954 and returned to the city in 1957 where he spent most of his childhood. He graduated from the State University of New York, Brockport campus, worked as a reporter and feature writer for a number of newspapers, and finally as a staff writer for *Rolling Stone Magazine*. In 1975, he dropped out to write books on a full-time basis. He has no formal training in architecture or the related design fields.

He has lectured at Harvard, Yale, Columbia, Dartmouth, Cornell, MIT, RPI, the University of Virginia and many other colleges, and he has appeared before many professional organizations such as the AIA, the APA., and the National Trust for Historic Preservation.

## **Jan Kreider**

Professor Emeritus  
University of Colorado, Boulder  
President/K&A, LLC  
Boulder, Colorado

Jan F. Kreider, PE, PhD is the President of Kreider and Associates, LLC, a renewable energy and energy efficiency consulting firm and the Founding Director of the University of Colorado's Joint Center for Energy Management and Professor of Engineering. He has written eight textbooks on renewable energy, four books on building systems and other energy related topics and nearly 200 technical papers. He designed and oversaw construction of the largest solar system in Mexico, a water heating system for a large resort hotel in Baja California. He has also assisted governments and universities worldwide in establishing renewable energy and energy efficiency programs and projects since the 1970's. In 2001 he wrote the Energy Blueprint for the Galapagos which will transform the very polluting electricity, transportation and fishing energy sectors in the Archipelago into clean energy systems based on renewables.

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## **Mayor Pat McCrory**

Charlotte City Mayor  
Charlotte, NC

Mayor McCrory graduated from Catawba College in 1978 with a B.A. degree in Political Science/ Education. He currently sits on the Board of Trustees for Catawba College and received an Honorary Doctorate degree from the school in 2001.

In December 2005, Mayor McCrory became the first six-term Mayor in the history of the City of Charlotte, continuing his record as the City's longest-serving Mayor.

Mayor McCrory began his political career in Charlotte in 1989 when he was elected as an At-Large City Council representative in his first run for an elected office. He was reelected in both 1991 and 1993, serving as Mayor Pro Tem in 1993 until first elected Mayor in 1995.

Mayor McCrory has distinguished himself as a leader in public safety, economic development, housing and transportation. He has been recognized nationally for his leadership in developing Charlotte's 25-year transportation and land use plan, including his efforts to secure \$200 million in federal funds for light rail in Charlotte. Also, \$2 billion in local and state road improvements have been made throughout the City over the past decade.

Mayor McCrory is involved in many national organizations. He serves as President of the Republican Mayors and Local Officials (RRMLO) organization, is the Chair of the U.S. Conference of Mayors (ISCM) Environment committee.

Mayor McCrory was appointed by President George W. Bush to the Homeland Security Advisory Committee in October 2003. He also served as the Founding Chair for the North Carolina Metropolitan Coalition, a group of the state's 25 large-city Mayors.

The Mayor has testified before Congress and has been a guest on several national media broadcasts, including National Public Radio, ABC World News, *Lehrer New Hour*, CBS This Morning, MSNBC News, CNN, CNBC and Fox News.

During Pat McCrory's term as Mayor, Charlotte's population has grown by 20%, homicides decreased by 32%, 155,000 jobs have been created, and he led the effort to recruit such companies as TIAA-CREF, General Dynamics Armament, The Westin Hotel, and Johnson & Wales Culinary School. He was also instrumental in Charlotte being selected as the home of the NASCAR Hall of Fame. In 2005, Money Magazine listed Charlotte in its Top 3 Best Places to Live and Reader's Digest named it one of the 20 Cleanest Cities in America.

Charlotte's Overall quality of life has been positively impacted through the Mayor's efforts to establish a Residential Tree Ordinance, which requires developers to save 10% of the trees in every residential development, the establishment of a Sidewalk Policy that requires sidewalks in every new subdivision and provides funding for sidewalks in neighborhoods without the, and he worked to integrate Bike lanes in the City's transportation policy; established 36 miles of bike lanes throughout the City. The Mayor founded the Mayor's Mentoring Alliance in 1995 and has personally served as a Mentor to two youth. The 2005, Charlotte was named in the 100 Best Communities for Youth by America's Promise.

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## **William Millar**

President

American Public Transportation Association

Washington, DC

William Millar is the president of the American Public Transportation Association (APTA). Since coming to APTA in 1996 Bill has sought to expand APTA's reach and effectiveness, guiding it to legislative victories and dramatically increasing federal investment in public transportation.

Prior to APTA, Bill served 19 years at the Port Authority of Allegheny County, the principal transit operator serving Pittsburgh, PA. As its executive director from 1983-1996, he oversaw the development and operation of bus, busway, light rail, paratransit and inclined plane service. In 1987 he received APTA's Jesse Haugh Award for Transit Manager of the Year. He is the founder of Pittsburgh's award-winning ACCESS paratransit service.

From 1973-77, Bill worked for the Pennsylvania DOT where he developed and managed Pennsylvania's Free Transit Program for Senior Citizens and led the Penn DOT's rural public and community transit efforts. He began his career as the county transportation planner in Lancaster, PA.

Mr. Millar is a strong supporter of transportation research and is the recipient of the Founding Father Award for his leadership in establishing the Transit Cooperative Research Program (TCRP). He has been a member of the executive committee of the Transportation Research Board for many years and served as its chair in 1992. He also serves on advisory committees of several university transportation research institutes.

A well-known expert in the field of public transportation and transportation policy, he is a frequent speaker and lecturer at conferences and seminars. He has published numerous articles and has testified frequently before the U.S. Congress and in other public forums.

Mr. Millar is the recipient of many awards, including the Transportation Research Board's W. N. Carey, Jr. Distinguished Service Award (1999); Pattison Partnership Award from the Intermodal Passenger Institute (2001); and Railway Age's Graham Claytor Award (2006).

Bill has a BA from Northwestern University and an MA from the University of Iowa majoring in urban transportation planning and policy analysis. He lives in Falls Church, VA with his wife and two children and commutes to work on Washington's Metrorail.

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### **Peter Park**

Denver Planning Director  
Denver, CO

Peter J. Park was appointed Denver's Manager of Community Planning and Development on January 14, 2004. The Community Planning and Development Department is comprised of more than 200 employees that provide Denver's planning, zoning, construction permit and inspection services. He was formerly the City Planning Director in Milwaukee, Wisconsin where he was instrumental in establishing a disciplined approach to comprehensive planning, raising awareness of design, creating the Milwaukee Development Center (consolidating planning, zoning and construction permit functions), streamlining development review procedures and completing a comprehensive update of the city's zoning code.

Mr. Park also holds an appointment at the University of Colorado at Denver as an Associate Professor of Urban Design and Director of the Master of Urban Design Program. He was formerly an Adjunct Assistant Professor at the University of Wisconsin-Milwaukee School of Architecture and Urban Planning where he coordinated the Joint Master of Architecture/Master of Urban Planning Degree Program and taught urban design lectures and studios. The work explored in his design studios influenced significant development activities in Milwaukee including the removal of an elevated downtown freeway that makes way for more than 25 acres of new development.

Mr. Park has specialized in urban design and planning work requiring innovative design solutions that balance development needs with unique site and design quality concerns. He has worked with a variety of organizations dealing with regional planning, neighborhood planning, urban design, design guidelines and building renovation.

Mr. Park has lectured at various institutions including the University of Chicago, Harvard Graduate School of Design, Marquette University, University of Montreal, and the University of Tokyo. He has also spoken to numerous local and national organizations including the American Institute of Architects (AIA), American Planning Association (APA), American Society of Landscape Architects (ASLA), Congress for New Urbanism (CNU), Council for Urban Economic Development (CUED) and Urban Land Institute (ULI).

Mr. Park co-authored *The Wisconsin State Building Program Research Project: A Comparative Analysis* and edited *Growth Management and Environmental Quality*. He holds a master's degree of architecture and master's degree of urban planning from the University of Wisconsin-Milwaukee and a bachelor's degree in architectural studies from the University of Arizona.

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### **Katherine Perez**

Vice President of Development  
Forest City  
Los Angeles, CA

Katherine Aguilar Perez is the Vice President of Development for Forest City Development. Her focus is on transit oriented development and development in emerging communities. She is a professional transportation planner with experience in national transportation policy, regional

planning and local government. She was recently recognized as an “Outstanding Leader” in Business Life Magazine.

Before coming to Forest City, Ms. Perez was the co-founder and Executive Director of the Transportation and Land Use Collaborative (TLUC) of Southern California. A nationally recognized non-profit that promotes greater civic involvement in planning and development. While at TLUC, Ms. Perez created the Latino New Urbanism project which has promoted more culturally sensitive development and planning practices. Previously, she worked for Pasadena Mayor William Bogaard as the Deputy to the Mayor where she worked on transportation, planning and Latino constituent’s issues. With a professional background in transportation, she was able to work with community on many developments including the Gold Line Light Rail Extension, a 13 mile project from Los Angeles to Pasadena.

Ms. Perez currently serves on the Board of Directors of CORO, a national leadership training organization. She also serves on the Executive Council of the ULI Los Angeles District Council, and is a member of the national ULI Community Development Council. She is a member of the Board of Directors of the Alliance for Regional Stewardship, a national non-profit committed to improved regionalism “as a means for advancing economic, social and environmental progress, while maintaining a sense of place, in America’s metropolitan regions.”

Ms. Perez is a frequent speaker at national, state and local conferences on the issues pertaining to land use, development, transportation, community planning, and civic engagement. She received her Masters Degree in Urban Planning and Transportation from UCLA and her Bachelors Degree in Political Science from CalState Northridge. Ms. Perez is married to Rick Cole, City Manager of Ventura, and is mother of Diego, Lucia, and Antonia.

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## **Shelly Poticha**

Director  
Reconnecting America  
Center for Transit Oriented Development  
Oakland, CA

Shelley Poticha is president and CEO of Reconnecting America and oversees all activities of the Center for Transit-Oriented Development. Previously Shelley was executive director of the Congress for New Urbanism, where she guided CNU’s growth into a nationwide coalition with a prominent voice in national debates on urban revitalization, growth policy and sprawl. She also launched a number of key initiatives addressing inner-city revitalization, mixed-income housing, infill development techniques, environmental preservation, alternative transportation policies, and real estate finance reform. She has co-authored *The New Transit Town: Best Practices in Transit-Oriented Development*, “Hidden in Plain Sight: Capturing the Demand for Housing Near Transit,” the Charter of the New Urbanism, and *The Next American Metropolis* with Peter Calthorpe.

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## **John “Tad” Read**

TOD Planning Manager  
Office for Commonwealth Development  
Boston, MA

**Randy Udall**

Founding Member

Association for the Study of Peak Oil and Gas

Author

*When Will the Joy Ride End*

Aspen, CO

Director of the non-profit Community Office of Resource Efficiency since 1994, lives in Carbondale, Colorado. Since the mid-1990s, Randy has presented an estimated 50 sessions about peak oil at national conferences, plus authored "When Will the Joyride End" (1998; posted on this website) and "Methane Madness" (2000).

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By

David M. Edwards

~

2<sup>nd</sup> Unit Director/Producer  
Nancy Hart-Edwards

~

Co-Produced  
By  
Page B. Ostrow  
Ostrow and Company  
Producer's Representative

~

Director of Photography  
David M. Edwards

~

Camera Operators  
Gary Otte  
H. Scott Stevens

~

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~

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Charlie Samson

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Interviewees by Alphabetical Order

Thomas S. Ahlbrandt

Justin Barr

Dena Belzer

Peter Calthorpe

Hon. President Bill Clinton

David Dixon

Gov. Michael Dukakis

Mark Falcone

Jan Gehl

Jan Kreider

James Howard Kunstler

Mayor Jon Hickenlooper

Martin Johnson  
Rudy Kadlub  
Mayor Pat McCrory  
Bill Millar  
Shelley Miller  
Peter Park  
Katherine Perez  
Shelly Poticha  
John "Tad" Read  
Randy Udall

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Flodie Anderson  
GB Arrington  
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Kelly Bloom  
Chris French  
Louis Irvin  
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J Lubischere  
Mary Priester  
Jeane Robb  
Patricia Zingshiem  
Mickey Zeppelin

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