TRANSURBAN STATES OF AMERICA. What is happening to the rural?
Seminar. Fall 2016. Columbia GSAPP
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Suburbia and countryside are no longer experienced as opposed to cities. A number of transformations have fueled this change: the growth of mobile broadband access[1], online interaction,[2] air passengers traffic –accompanied of a significant drop in airline fares-[3], daily commuting[4] and commercial freight[5]; the empowerment and increasing influence of independent town-oriented sensitivities –from farm-to-table to the Americana music scene-; and the enlargement of media attention and political discussion on environmental concerns, by which suburbia and countryside locations have gained visibility and imbrications within cities' unfolding.

As a parallel process, freeways, franchises, green areas, condos and concerns on the

[1] According to the International Telecommunication Union (ITU) from 2007 the number of cell phones in the world has doubled, reaching an average of 96 phones per 100 humans. The percentage of the world population with access to mobile broadband access reached 30% in 2014 [2] Between 2000 and 2014 online interaction grew in a 187,1% in the USA according to the International Telecommunication Union (ITU). [3] The air-passengers flow in the US, between 1980 and 2010 grew 146% (US population growth in the same period was 36%). The airline fares drop an average of 60% between 1980 and 2010. .13.600 miles is the average annual distance traveled by airplane per person in the USA. Source: Air Transport Association.

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[4] According to the United States Census Bureau, from 2009 to 2011 there was a 200.000 annual growth in the Lumber of more-than-120-minute daily displacements related to work in the US. [5] Between 2009 and 2013, the volume of freight transportation in the USA grew 23.3%. In 2013, businesses in the USA shipped and received an average of 63 tons per person. Source: U.S. Department of Transportation, Bureau of Transportation Statistics. [6] Hammett, Jerilou; Hammett, Kingsley (2007): *The Suburbanization of New York*. New York; Princeton Architectural Press.
[5] Between 2009 and 2013, the volume of freight transportation in the USA grew 23.3%. In 2013, businesses in the USA shipped and received an average of 63 tons per person. Source: U.S. Department of Transportation, Bureau of Transportation Statistics.

quality of air and "healthy urban experience" have made their way into cities[6].

City, suburbia and countryside, as spatial categories, are no longer able to explain or project the demarcation of daily life. Having breakfast, engaging politically or developing relationships are all processes happening in a different spatial mode; namely the interescalar transience between constellations of heterogeneous entities distributed around the world, occupying simultaneously urban and in the non-urban space. The seminar will explore what happens to architectural design when facing this spatial mode, that we will call TRANSURBIA. To explore its architectural specificity and ways for architectural practices to become relevant in its design are the goals of the TRANSURBAN STATES OF AMERICA seminar.

The work will be based on the discussion of selected readings, organized as pairs where the Architectural Thinking finds parallels with in the Social Sciences. Together with this, the participants in the seminar will collectively produce a collection of architectural designs directly addressing 9 perspectives to approach TRANSURBANISM in US.

<mark>PROGRAM:</mark>

Day 1: Introduction:
Andrés Jaque. TRANSURBAN STATES OF AMERICA

Day 2: No City. The Urban as Assamblage
Farías, Ignacio and Bender, Thomas (eds). *Urban Assemblages: How Actor-Network Theory Changes Urban Studies.* (London, New York: Routledge, 2010).
Barajas, Diego and Garcia, Camilo. "Dispersed Urban Geographies and the Quest for Common Atmospheres" in *Volume 32* (2012): 118.
Case of Study: *Equinox Fitness Clubs*

Day 3: Technological Zones. Shared Infrastructures as Encountering Space
Barry, Andrew. "Technological Zones," in *European Journal of Social Theory* 9:2 (2006): 239-253.
Marres, Noortje and Rogers, Richard. *Subsuming the Ground: How Local Realities of the Ferghana Valley, the Narmada Dams, and the BTC Pipeline are Put to Use on the Web.* (New York: Social Sciences Research Council, 2004).
Easterling, Keller. *Extrastatecraft: The Power of Infrastructure Space.* (London; New York: Verso, 2014).

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[6] Hammett, Jerilou; Hammett, Kingsley (2007): *The Suburbanization of New York*. New York; Princeton Architectural Press.

Case of Study: *Rural Exclusivity: Baz Luhrmann 'The One That I Want' Channel's Commercial and its architectures.*

Day 3: Consumption as Territorial Design
Shanken, Andrew. "The Culture of Planning: The Rhetoric and Imaginary of Home Front Anticipation" in *194x: Architecture, Planning, and Consumer Culture on the American Homefront* (Minneapolis: University of Minnesota Press, 2009).
Banham, Reyner. "The Great Gyzmo" in *Design By Choice* (London: Academy Editions, 1981).
Case of Study: *From L.L.Bean to Amazon*

Day 4: Globaliced. Non Globalized
Spivak, Gayatri Chakravorty. "~~Megacity.~~"*Grey Room* 1 (2000): 8-25.
Sassen, Saskia. *Cities in a World Economy* (Thousand Oaks, Calif.: Pine Forge, 1994).
Case of Study: *Earthheaven Ecovilla. North Carolina*

Day 5: Slow Violence. Unrepresented Urbanisms
Martin, Reinhold. "Environment, c. 1973." *Grey Room* 14 (2004): 78-101.
Nixon, Rob. *Slow Violence and the Environmentalism of The Poor.* (Cambridge, Mass.: Harvard University Press, 2011).
Case of Study: *Fracking in rural Pennsylvania*

Day 6: Post-Wilderness. Everything Urban
Latour, Bruno. "Fifty Shades of Green" in *Environmental Humanities* 7 (2015): 219-225.
Chakrabarty, Dipesh. "The Climate of History: Four Theses" in *Critical Inquiry* 35:2 (Winter 2009): 197-222.
Case of Study: *Niagara Falls*

Day 7: Revision and discussion of Collectively Produced Collection

Day 8: Embeded Urbanity. Difference Within
Stengers, Isabelle. *In Catastrophic Times: Resisting the Coming Barbarism* (Ann Arbor: Open Humanities Press, 2015)
Haraway, Donna. "Anthropocene, Capitalocene, Plantationoncene, Chthulucene: Making Kin" in *Environmental Humanities* 6 (2015): 159-165.
Case of Study: *Monsanto and its discontents*

Day 9: The Material Embodiment of Politics
Winner, Langdon. "Do Artifacts Have Politics?" in *Daedalus* 109:1 (1980): 121-136.
Joerges, Bernward. "Do Politics Have Artifacts?" in *Social Studies of Science* 29:3 (1999): 411-431.
Latour, Bruno. "Which Politics for Which Artifacts?" in *Domus* 871 (2004).
Case of Study: *Long Island Bridges*

Day 10, 11: Discussing the Collective Collection

Day 12: Final Presentation