

Scrutinizing the reciprocity between commerce and the city of Lisbon, Allegri stresses the tension between diversity and unity in different historical periods. While singular commercial spaces integrated into urban fabrics have resulted from long processes of 'sedimentation' in ancient Lisbon, in other places and times these were designed as integrated units that sought to adapt and reinvent the commercial spatial structure that preceded them. Other circumstances led to urban and architectural explorations based on new forms of interaction between people and commercial spaces, starting with the introduction of large windows in façades in nineteenth-century urban expansions such as Avenidas Novas. More recently, retail environments have been conceived as autonomous units that dispense with urban fabric integration and ignore the system of public spaces that structures the city's layout, functioning as authentic commercial islands supported only by a road circulation system that guarantees them access.

The third chapter proposes a classification that seeks to map the typological diversity of commercial spaces, while systematizing the relationship that these spaces establish with their surrounding urban fabric. This facilitates understanding and allows for objective comparisons between these urban components and configurations. Specifically, Allegri proposes a new typological classification based on three commercial systems referred to as symbiotic, commensal, and parasitic.

The first represents all forms of commerce that are incorporated in the city's consolidated urban fabric, integrating the morphological and functional characteristics of the urban environment around them. This system stands out, above all, for the *symbiotic* relation that stems from great solidarity and mutual dependence, with shared benefits. It refers to the immemorial processes that produced all traditional commercial fabrics of local influence and that still persist to this day.

The second system refers to commercial environments marked by the introduction of units displaying singular morphological characteristics. While spatially integrated within the city's consolidated urban fabric, these create heterogeneity. This system, which dates back to the beginning of the 1980s and prevailed until the beginning of the twenty-first century, reveals a tension between the desire to affirm greater autonomy and presence in the city and the need to become a reference in the urban dynamics. These commercial units are developed in buildings that are distinguished by their architecture, size and position within the urban fabric.

The third system concerns the commercial units that are totally disassociated from the urban fabric and that alter the city's spatial organization and upset previous equilibriums. This system, established in the mid-1970s, marked a trend that reasserted itself with the construction of the Amoreiras complex (c. 1985) and continues today. It is comprised of large commercial units that seek to condense in a single space some of the city's urban qualities, but lack integration into the wider city.

The studies presented in this book offer a simple and clear reading experience, well supported graphically with photographs, cartographic material, plans at different scales, sections, views, and graphic charts. These graphics effectively contribute to the understanding of the relationship between commerce and the city at different levels of resolution. Above all, through the analysis of Lisbon's representative commercial types, this approach is useful as a conceptual support for the design of new forms of commerce. Further, it is a relevant contribution to the broader debates concerning contemporary city form, informing answers to questions about interventions in the urban fabric and the ways in which they affect the life of the city.

*Rui Justo, Faculdade de Arquitectura da Universidade de Lisboa, Rua Sá Nogueira, Pólo Universitário do Alto da Ajuda, 1349-063 Lisboa, Portugal. Email: ruijusto87@gmail.com*

**Shaping cities: emerging models of planning practice**, edited by *Mohammad Al-Asad* and *Rahul Mehrotra*, Hatje Cantz Verlag GmbH, Berlin, Germany and Aga Khan Award for Architecture, 2016, 192 pp. ISBN 978-3-7757-4236-8.

*Shaping cities* presents a rich selection of essays on innovative approaches to urban planning. It stems from a seminar held in Singapore in 2012 involving the collaboration of the Urban Authority of Singapore, the National University of Singapore, Harvard Graduate School of Design and the Aga Khan Award for Architecture. In nine chapters, a series of experimental approaches to iconic urban planning projects from around the world (Central and South America, Europe, the Middle East and East Asia) are discussed at length.

In the first chapter, the editors introduce contemporary urban planning practices and methods

in the context of current problems and pressing challenges pertaining to natural disasters, economic crises and population displacement.

In Chapter 2, Weiwen Huang questions the lacunae of urban planning in China by examining the case of the city of Shenzhen. Developing a strong argument in favour of a new model, a solution is envisaged that seeks planning outside the rigidities of the governmental system in order to contribute to the sustainability and heterogeneity of urban networks. Urban villages are taken as a model, since their particularities reflect better local needs and dynamics than centrally planned urban spaces. It is argued that public participation is a key to the success of the proposed approach.

Alejandro Echeverri introduces in Chapter 3 an experiment in the Colombian city of Medellin that is rich in theoretical and practical lessons. Over a period of 7 years, the city has experienced a socio-spatial reconfiguration of its northern sectors, where the daily life of the inhabitants had traditionally been marked by violence, segregation, and insecurity. By so-called *social urbanism*, the community was able to propose a strategic urban development project in which architecture and urbanism were keys to the social and spatial integration of poor and segregated parts of the city. It constitutes a good model by providing detailed lessons pertaining to the different stages of the implementation of the urban strategy.

Christopher C. M. Lee posits that punctual architectural interventions, that is *seeds*, that are well-adjusted to the local conditions and to the typological formation and transformation process are better at producing integrated, diversified, flexible, and durable urban contexts that have a ripple effect on the city as a whole.

Based on the analysis of two university campuses (in Singapore and Mexico), Dennis Pieprz explores in Chapter 5 the social, cultural and economic impacts of such amenities, and their overall influence on city development.

Aaron Tan reveals the uneasy relationship of the city of Hong Kong to its heritage. While experts from the University of Hong Kong advocate *adaptive reuse*, rather than destruction and reconstruction, others favour projects that introduce contrasting modern buildings in close proximity to old buildings, literally and metaphorically overshadowing urban heritage.

Kais Samarrai traces the striking urban development of Abu Dhabi, while stressing its environmental challenges. A recent shift in planning policy has entailed the development of sustainable

transportation, a policy aimed at fostering measurable sustainability performance and the development of the ground-breaking pilot project of Masdar City.

In the penultimate chapter, Lim Eng Hwee considers Singapore's ambitious planning initiatives in favour of sustainable growth, in particular through the expansion of key infrastructure projects (port, airport, rapid transit lines, and the housing programme).

Bruno de Meulder and Kelly Shannon focus in the concluding chapter on the impacts of infrastructure and vegetation on public space. They argue in favour of a better integration of landscaping, infrastructure and architecture to achieve sustainable combinations at different scales that will contribute to the greening of the city and improved quality of life. The approach has been tested in the city of Kortrijk, Belgium, and the city of Cantho in Vietnam.

The multidisciplinary group of contributors to *Shaping cities* has provided an original approach. It will benefit a wide readership, including researchers, practitioners and students in urban planning, urban history, urban geography, architecture and urbanism.

*Islam Boukhelkhal, Faculty of Architecture, Larbi Ben M'hidi University, Oum Bouaghi, Algeria, E-mail: islam25000@hotmail.com*

**Designing San Francisco: art, land and urban renewal in the city by the bay** by *Alison Isenberg*, Princeton University Press, Princeton, USA, 2017, 232 pp. ISBN 9780691172545.

In the critical years between the end of the Second World War and the mid-1970s there was a huge transformation of US cities. The interstate highway system invaded existing cities and spread the plague of low density suburbs, while urban renewal attempted to address the subsequent economic doldrums of older urban centres by the wholesale destruction of 'blighted' territories. In San Francisco, the story played out in the contested land along the waterfront, beginning with the Embarcadero Freeway, which was truncated by successful protests (and ultimately brought down by an earthquake in 1989), followed by a series of urban renewal proposals. The book rehearses many of them – for example, Transamerica Tower,