

## Epilogue

By 2003, the concepts envisioned within this chapter are all under consideration. There is strong evidence that the concepts of sustainability discussed above will become public policy. The policy-making process is slow and hampered due to the differing objectives of the city's Mayor and the New York State Governor. The Governor, who holds the majority of the decision-making power, has substantially less interest in the city's urban needs. The Mayor and his appointees tend to be sympathetic with the views of the civic groups and R.Dot's papers have been well received. Political and policy decisions that will guide the future development of Lower Manhattan have not yet been finalized. An international, invited design competition resulted in the selection of Daniel Libeskind as the master planner for WTC. A team of architects and engineering specialists in the various elements of the site, together with Libeskind, are developing plans, which should be completed in 2004. The PATH train was scheduled for service in late 2003. Subway services have been restored, but the new subway terminal will not be completed until 2010. The build-out of WTC is estimated to take 10–20 years.

## Notes

1. Beverly Willis is President and Director of the Architecture Research Institute, Inc., a think-tank whose mission is livable cities.
2. Susan Szenasy is Editor-in-chief of Metropolis magazine, which publishes articles on well-designed objects, spaces, and buildings with an emphasis on sustainable concepts.
3. Jean Gardner, Professor, Parsons School of Design; Rafael Pelli, Principal, Cesar Pelli & Associates; Ted Liebman, Partner, Liebman-Melting Partnership Architects; and James Biber, Principal, Pentagram.

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