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Drawing up spatial development plans is something that takes place all over the world. Where the tradition of a market economy is long, such plans are developed with the participation of the community. Thus, a plan defining natural, social, economic, technical, cultural, and landscape conditions for spatial management coupled with a city's objectives and spatial policy ceases to be merely a top-down blueprint by authorities, but becomes an expression of the aspirations and needs of inhabitants.

Warsaw's *Spatial Development Conditions and Directions Study* is a planning document defining a municipality's spatial development policy that is drafted for its entire area, as opposed to local spatial development plans prepared for individual fragments. This document was ratified on October 10, 2006 by the City Council of the Capital City of Warsaw. The Study serves to coordinate the programming of the city's development and provides guidelines for the formulating of decisions in local plans.

In addition to basic elements such as the city's road layout, its transportation system, and the design of engineering infrastructure – all vital for the city's development and functioning – the Study places great stress on principles of molding the spatial structure of nature and the cityscape as well as, for the first time in such a major document, on defining principles for the protection of cultural heritage.

Major emphasis is also placed on the principles of development of the Vistula River. Land has been earmarked along the river that must absolutely be protected as an element of the nature system. Simultaneously, locations and points along the Vistula have been identified that should serve people directly. Lookout points and terraces linked with major spatial historical layouts such as the Saxon and Stanisławowska axes will make it possible to admire the magnificent panorama of the city from both the left and right banks.

The Study identifies several areas of existing municipal vegetation as well as many nature layouts that should be developed for their recreational, leisure, and municipal green functions.

The mixing of functions has become one of the main assumptions behind the city's spatial development. The existing functional structure of the city tends to be rather mono-functional. Adjacent to each other are gargantuan housing estates (such as 120,000 strong Ursynów), industrial districts (such as Targówek and Stalrew Przemysowy or the Luchchini steel mill), and huge railroad properties in the center of the city that are not fully used to meet the railroad's needs. Since the character of industrial-service activities is changing in a fundamental way and Warsaw has almost no burdensome industrial plants, but is developing clean services (high technology plants), these functions may be combined with housing, offices, and recreation. This will facilitate the bringing closer of living and working locations, where the ultimate effect should be a limiting of commuter traffic in the city center. The ideal would be for each district to have its own real center, complete with retail services, entertainment, and recreation. No part should be deserted at any time of the day. Development programs and multi-year investment plans should be created to achieve these targets. First of all, engineering infrastructure should be supplemented and developed. Bypass routes should become closed rings, construction of the subway system should be continued, and the tramway system should be modernized and expanded. Social infrastructure is no less important – schools, kindergartens, health care centers, culture, local sport, and housing estate greenery. The Study does not define details of the locations of such facilities, leaving that to local plans, but it does define the concentration of services.

In line with guidelines defined in the *Spatial Development Conditions and Directions Study*, Warsaw is to be developed so that any place of residence provides a pleasant and comfortable life.

Marek Mikos
Acting Director
Office of Architecture and Spatial Planning
THE SPATIAL POLICY OF WARSAW

Following the opening up of Poland to the world economy in 1989, Warsaw became its main beneficiary in both the social and economic dimension. Within a short period, as a result of economic transformation, it achieved a threefold higher increase in GDP per inhabitant than the national average and impressive growth in the number of working people against the backdrop of the country, including 75 percent in the service sector. Globalization of the economy has resulted in this almost two million strong city becoming the greatest national concentration of services for business, the center for financial brokerage, the undeniable center for commerce, and the action center for foreign capital.

Over the past fifteen years the development of Warsaw has taken on the qualities of a spontaneous process, regulated to only a tiny extent through administrative actions. The reason behind this phenomenon was the frequent changes to the administrative structure of the city stemming from changes to the political system of Warsaw’s local government. The observable spatial structure of the city stemming from changes to the political dimension, it achieved a threefold higher increase in GDP per inhabitant than the national average and impressive growth in the number of working people against the backdrop of the country, including 75 percent in the service sector. Globalization of the economy has resulted in this almost two million strong city becoming the greatest national concentration of services for business, the center for financial brokerage, the undeniable center for commerce, and the action center for foreign capital.

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THE STATEMENT FOR THE DEVELOPMENT OF THE CAPITAL CITY OF WARSAW UP TO THE YEAR 2020

MISSION

The mission of the local government of Warsaw, the capital of the Republic of Poland, a city rich in tradition, is to achieve the highest level of satisfaction of the needs of its inhabitants and for Warsaw to take up an important position among Europe’s major metropolises.

VISION

We see the Warsaw of the year 2020 as an attractive, modern, and dynamically developing metropolis with an economy based on knowledge, the role of an Eastern European financial center, a city occupying a significant place among the most important capitals of Europe. The Warsaw of our vision is a community that is open and accessible, a city with a high living standard, and an important center of European culture with well-organized public space – a city with a soul.

STRATEGIC OBJECTIVES

Objective #1 Improving the quality of life and safety of inhabitants,

Objective #2 Strengthening the sense of identity of residents by fostering tradition, developing culture, and stimulating public activity.

Objective #3 Developing metropolitan functions reinforcing the position of Warsaw in a regional, national, and European dimension,

Objective #4 Developing a modern economy based on knowledge and scientific research, and

Objective #5 Achieving an enduring spatial order in Warsaw.

One of the strategic objectives of the development of the capital is the introduction of spatial order. Realizing this target makes it necessary for the local government authorities to manage spatial policy in line with the city’s needs and development potential. Spatial policy as conducted by the authorities of Warsaw concentrates on satisfying needs and raising the living standard in the city. The primary aim of these actions is a striving for Warsaw’s inhabitants to achieve satisfaction as derived from the good living conditions in a metropolis with broadly developed cultural, educational, and sport-recreational functions, as well as modern and convenient transit, social, and service infrastructure. The capital is to become a city that is friendly and guarantees prosperity for the whole of society.

The basic task of architectural and cityscape design is the defining of streets and public space as common areas. Each and every area or region of the city should make it possible for the inhabitants to feel the character and climate of the place, while the intensity and selection of building functions of such land should facilitate pedestrian access to adjacent public transport stations and stops so these can become attractive alternatives to the automobile. The development of a contemporary metropolis must take into account vehicular traffic while simultaneously respecting pedestrian traffic. The city should concentrate a broad spectrum of public and private functions in order to support the regional economy and satisfy the needs of inhabitants of various income groups. Public, administrative, and commercial functions should be located in districts and zones so that many daily activities can take place within range of pedestrian traffic. Districts should be characterized by compact, multifunctional building tissue. The interconnected street networks should be designed so as to foster walking in order to decrease the number and lengths of car trips as well as save energy. Diverse green areas, ranging from playgrounds and greens to playing fields and public gardens, should be provided by each and every district.

Pursuant to the Act on the Political System of the Capital City of Warsaw of March 15, 2002, the Capital City of Warsaw is a gmina [borough] with the status of a city and the rights of a powiat [county level unit]. It is subdivided into eighteen supplementary units, the districts of Bielany, Bemowo, Biatałka, Mokotów, Ochota, Praga Północ [North], Praga Południe [South], Rembertów, Śródmieście [Downtown], Targówek, Ursynów, Wawer, Wilanów, Włochy, Wola, and Żoliborz.

As capital of the country and region, Warsaw plays a special role in social and economic life. This role stems from the functions filled by the city: symbolic, linked with the historical identity of the people and state, representative on the international arena, the center of political and public life, the center of government and economic management, the leading center of science and higher education, and the center of culture as well as specialized health care.

The observable spatial structure of the city stemming from changes to the political dimension, it achieved a threefold higher increase in GDP per inhabitant than the national average and impressive growth in the number of working people against the backdrop of the country, including 75 percent in the service sector. Globalization of the economy has resulted in this almost two million strong city becoming the greatest national concentration of services for business, the center for financial brokerage, the undeniable center for commerce, and the action center for foreign capital.

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THE SPATIAL DEVELOPMENT CONDITIONS AND DIRECTIONS STUDY

On October 10, 2006, the City Council of the Capital City of Warsaw ratified the Capital City of Warsaw Spatial Development Conditions and Directions Study [in Polish].

The Study is a planning document defining spatial development for the borough, encompassing its entire area. It serves a coordination role in programming the development of the city as established in the Strategy for Development as well as in preparing multiyear investment plans and local spatial development plans, primarily in the implementation of public investment projects. It also serves as a formal document in preparing applications for the approving of resources from European funds. However, the Study is not a provision of local law and therefore, cannot serve as a basis for making administrative decisions in connection with implementation of projects in the city.

The Study is made up of two parts – conditions for the spatial development of the Capital City of Warsaw and directions for its spatial development. The section devoted to conditions includes a brief characterization of the existing state as well as an assessment of current development in terms of strengths, weaknesses, opportunities, and threats, as well as conclusions that taking on the form of a summary evaluating the existing state make reference to the formulation of directions for spatial development. The section devoted to spatial development directions contains that which has been established both conceptually and in a binding manner as stemming from other legal acts, or that has been taken up in the Study and points to areas of protection or threat. There are also guidelines relating to principles for defining directions of change or principles of protection in local spatial development plans.

THE STUDY AND NATIONAL SPATIAL POLICY

National spatial policy is in line with European Union guidelines. The position held by Warsaw as well as the directions of its development as defined in its policy favor the utilization of the city’s potential in striving to achieve a status of metropolis of international significance.

The strategic development and management objectives for Poland are laid down in the Concept for National Spatial Development Policy [in Polish] as passed by the Sejm [Parliament] of the Republic of Poland on November 17, 2000 (updates of the Concept were approved by the Council of Ministers on September 6, 2005, but have not as of yet been presented to the Sejm of the Republic of Poland in line with the requirements of Article 47 of the Act on Planning and Spatial Development). This document accepts the basic objective and principles for spatial shaping of Poland, applying its main accent to strengthening the role of metropolitan areas in the country’s spatial structure. The leading role in molding space is to be played by social-economic development nodes of European significance as centers for entrepreneurship and economic innovation. Warsaw is to be one such node.

In addition to the role to be filled by Warsaw, the above documents also detail actions that should be taken in order to achieve the status of a European metropolis. The aim of national spatial policy is for Warsaw to achieve the status of a city of European importance and growth in its significance as a node of social and economic development in the national and international network.

THE CAPITAL CITY OF WARSAW

The development of Warsaw as a European city-metropolis shall center on the guarantying of spatial conditions for balanced and sustainable economic and social development, the protection of cultural and natural heritage, and the achievement of European living standards by its inhabitants. In effect, this will work to raise the rank of Warsaw in the network of European Union cities.

SPATIAL POLICY OBJECTIVES OF THE CAPITAL CITY OF WARSAW

The city is a major labor market. Out of over 850,000 working people, a quarter are people from outside the city. High economic development dynamics has been maintained for years, especially in the service sector. The scale of production activity is falling; however, this is having an impact on the degradation of industrial areas (known as “industrial districts”).

Assumptions behind the Spatial Policy of the Capital City of Warsaw

The Study defines conditions for the achieving of efficient transportation links, the creation of new, multifunctional spatial structures, the molding and protection of natural and cultural values, and improving the quality of public spaces.

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In spite of cautious demographic projections regarding the development of Warsaw’s population stemming from negative birthrate indicators, it has been assumed that perspectives for social and economic development are good. Observations include the development of highly specialized services, the growing number of migrations leading to the taking up of permanent residence by young, educated people, an almost twofold increase in the growth of the number of people arriving for temporary stays, and the large number of people from outside the city who work in Warsaw (150,000-170,000).

Analysis of the assumed absorption, which takes into account sustainable development, demonstrates that up to three million people may live in Warsaw.

HOUSES AND STREETS
There exists a subdivision in Warsaw’s urban structure into the central area, major housing districts, and degraded industrial districts that are subject to transformation into service districts that are subject to transformation into service.

The spatial structure includes numerous valuable urban and landscape layouts that delineate the historical identity of Warsaw. The state of historical monuments and the quality of historical landscape layout that stresses and underscores elements shaping the city’s identity is played by forests and systems of canals, rivers, and lakes, as well as numerous parks found in the city’s landscape.

ENVIRONMENT
The identification of the nature values of Warsaw and the defining of principles for their protection will make possible an improvement in the quality of life of the inhabitants and the stressing of landscape values characteristic of the city’s space.

A SYNTHESIS OF STUDY CONCLUSIONS

TRANSPORTATION
The intra-city public transit system is well developed. Also well developed is the railroad node serving the Warsaw agglomeration. However, the standard of mass transit services is low. Also unsatisfactory is the technical state of the tramway and railroad network infrastructure.

The city’s road network is legible – octagonal in the downtown area and radial outside it. However, it is mainly oriented to provide access to the city center since no bypass road network has been established. The share of high class routes in the road network is too low (4.2 percent); the number of bridges is also insufficient. The technical state of the roads is poor and there is no modern system for managing traffic.

HEAT, ELECTRICITY, WATER, AND GAS
The city has a well developed system of water, heating, and gas pipelines, as well as power cables. The sewage network is universally accessible in the central districts, while the level of sewage in the city’s outlying areas is low. The range of the Czajka and the recently built Południe [South] sewage treatment plants do not encompass significant urbanized sections of left-bank Warsaw from where sewage effluent is dumped directly into the Vistula River without treatment.

NATURE
The Vistula River and the Warsaw Escarpment make up a unique landscape value in the city’s space. However, insufficient forms of protection coupled with the way in which they are being developed is leading to their ongoing degradation. A unique role in the city’s landscape is played by forests and systems of canals, rivers, and lakes, as well as numerous parks found in the downtown district.

Environmental annoyances are primarily caused by excessive noise and air pollution, as well as pressure applied by investors on open green areas and land in need of protection that is attractive for residential construction.

The identification of the nature values of Warsaw and the defining of principles for their protection will make possible an improvement in the quality of life of the inhabitants and the stressing of landscape values characteristic of the city’s space.

THE SPACIAL POLICY OF WARSAW

Due to the presence of similarities in the qualities of buildings and land development, the area of Warsaw has been subdivided into three basic functional zones:

- The downtown functional zone (including an identified city center).
- The urban zone, and
- The suburban zone for which development guidelines and directions of change have been formulated.

The main objective of changes and transformations in terms of elements molding the spatial structure and landscape of the city as well as within its functional zones is:

- Rebuilding the identity of Warsaw in line with its culture and nature heritage, stressing the special visual qualities of the Warsaw Escarpment and the Vistula River, inclusive of riverside areas,
- Integrating and giving prominence to elements molding the spatial structure of the city with special stress on the harmonious coupling of historical-cultural and natural-landscape values with contemporary forms of development,
- Increasing the attractiveness and multifunctional nature of the capital city’s center as the site of major international organizations, scientific and cultural institutions, and centers for managing domestic and foreign capital,
- Creating conditions for the development of scientific and educational institutions, and the emergence of research and development centers, as well as small and medium enterprises involved in production activity based on knowledge and innovative technologies,
- Creating areas concentrating services and the spawning of multifunctional spatial structures, including the transformation and renewal of degraded post-industrial and post-military areas while simultaneously protecting areas of culture, landscape, and nature values,
- Achieving a spatial continuity of the municipal and nature structure of Warsaw as well as the harmonizing of the city’s urban processes, and defining urban standards that have an impact on improving the quality of life and comfort of inhabitants,
- Developing residential building construction in a manner maximizing utilization of existing and planned infrastructure, and
- Improving the functioning and expansion of the technical infrastructure systems, including the road and street network, the network of bicycle paths, public transit, and utilities.
The reason behind the establishing of guidelines managing changes in shaping elements of the spatial structure is its protection and the stressing of existing values as well as the raising of the standard of development of elements molding that structure.

**GENERAL ASSUMPTIONS AND MAIN DIRECTIONS OF CHANGE**

**The Warsaw Escarpment, including the Vistula River and Riverside Land as Well as the Hydrographic System**

- The Vistula River and its river valley component parts – the Warsaw Escarpment, terrace banks above the flood plain, as well as Warsaw’s hydrographic system made up of rivers, canals, channels, lakes and ponds – present in the cityscape are basic elements of the Warsaw Nature System, forming the basis for the shaping of the most attractive and valuable city space accessible to its inhabitants.
- The Vistula River and its Riverside areas shall be a basic element of the city’s panorama that reinforces and expanding the role of the river in the spatial and functional structure of the city as well as the attractive development of the riverside while meeting nature and cultural heritage value protection requirements.
- The Warsaw Escarpment, including Warsaw’s historical silhouette, shall be a basic element of the city’s panorama that consists of historic buildings and residential, park, and church complexes found on the Escarpment, specifically: The churches and palaces of the Royal Way, the Church of the Visitation of the Holy Virgin Mary, the Church of St. Casimir and the conven of the Nuns of the Blessed Sacrament, the church of the Paulist Fathers, the Dominican church, St. John’s Cathedral, the Royal Castle with the Kubickiego Arcades, the Jesuit Church of St. Anne, the Church of St. Joseph’s church, the Regent’s palace, the church and convent of the Visitant Nuns, the Kazimierzowski palace, the Church of the Holy Cross, Ostrogski castle, Zamozyski palace, Ujazdowski castle, and the Belweder and Lazienki palaces, as well as the Lutheran church and the National Museum.
- To the north, the Bratli palace and park, Miociny park, and the Cameldolite monasterial complex, as well as the Citadel, Zoliboń district, and the University of Physical Education complex.
- To the south, the Natomin palace and park, the Rokosz palace and park, St. Catherine’s church and Gucin Gaj [grove], the Królikarnia palace and park, Arkadia park, Szuster palace and park, and the Church of St. Michael.
- The Warsaw Escarpment and the Vistula River shall be a cohesive element in Warsaw’s spatial structure, coupled with links between the Escarpment and sub-escarpment, visual links between the Vistula River and the Escarpment, and by making legible spatial the relations based on historical palaces, park complexes and large-area urban designs – the Saxon Axis, Stanisławowska Axis, and Wilanowskies Axes.

**The City Centre**

- The center of the city shall be the central administrative-service center for Warsaw, concentrating the most important facilities serving functions of municipal, regional, national, and international character in terms of management, services for the economy and the population, as well as culture and tourism, with stress on the representational part of the city.
- The main development axis is delineated by the Warsaw Escarpment with parallel and perpendicular historical urban layouts.
- Of major importance to the urban structure of the city center are:
  - The historical complex of special historical values stretching along the Warsaw Escarpment from the Citadel to the Belweder palace, with the Old Town complex, the sub-escarpment and Vistula River, and the Royal Way with its historical park-garden residences and church complexes.
  - The large-scale urban spatial layouts running perpendicular to the Escarpment: the Saxon Axis and complex, the Stanisławowska Axis and complex, and Jerzolimskie Avenue with the Poniatowski bridge.
  - Historical urban layouts, building complexes, and historical buildings, particularly including the complexes of the University of Warsaw, the Warsaw University of Technology, the Sejm [Parliament], the National Museum, etc., as well as the 19th century downtown tissue along the historical street grid in the area of Marszałkowska Street and Jerzolimskie Avenue, and on the Praga side, the 19th century quarters of the Old and New Praga surrounded by the historical Targowa, Ząbkowska, 11 Listopada, Wileńska, Ratuszowa, and Stalowa streets with their historical industrial complexes, and also the postwar Socialist Realism buildings of the Mariensztat, Muranów, Mirowa, Praga I, Praga II, and the East-West Expressway joining Downtown with Praga.
  - The historical street grid and squares within the limits of the historical Łubomirski ramparts (today’s Okopowa and Towarowa streets), and

**Spatial Layout of Representational Character**

- The historical network of streets, squares, and roads leading out of the city serve as the most legible identification of the urban structure of Warsaw. The spatial layout of streets, together with their surrounding development and buildings, is one of the most important elements of the spatial structure, determining quality and the spatial order of the city – creating its image.
- The historical street and square network forms the basis for creating space of representational character together with its mutual links, including the entry roads into the city.
- In order to rebuild the urban identity of Warsaw, what is important is:
  - Stressing and reinforcing the rank of the spatial layout of representational character, multifunctional routes, and their mutual links, and
  - Shaping development along municipal streets and squares tied with the historical development of the city as well as entry routes into the city – attractive spaces of varied and diverse functions adapted to the character of the area.
- The basic elements of the layout shall consist of the main spaces of representational character with their connections and the multifunctional routes, as well as the entry routes into the city.
- The main spaces of representational character, inclusive of their links, shall be formed by:
- The Royal Way – from Castle Square, through Krakowskie Przedmieście [Cracow Faubourg], Nowy Świat [The New World] Street, and Ujazdowska, Belwederka, and Sobienskiego avenues all the way to Wilanów,
- The Old Town layout of streets and market squares, inclusive of Podwale, Miodowa, Długa, and Senatora streets,
- The complex of seven squares around the Saxon Ais: Piłsudskiego, Teatralny [Theater], Bankowy [Banking], Malachowskiego, Dąbrowskiego, Grzybowski, and Za Żelazną Bramą [Behind the Iron Gate] as well as Trzech Krzyży [Three Crosses] and Na Rozdrożu [At the Crossroads] squares,
- The historical Downtown, Praga, and Mokotów network of streets and squares forming a dense network of cozy municipal streets, including the streets linking Warsaw’s Zbawiciela [Redeemer], Unii Lubelskiej [Union of Lublin], Politechniki [University of Technology], Konstytucji [Constitution], Powstańców Warszawy [Warsaw Insurgents], and Hallera squares, and
- Streets of special significance such as Towarowa/Okopowa, Zwińki i Wigury, Powązkowska, and Św. Wincentego.

Multifunctional routes coupling the center of the city the district centers shall be shaped on a basis of streets demarcated by the historical development of the city, and shall specifically be made up of:
- Systems of streets running east-west: the Jerozolimskie – Grochowska Center, Gdańsk, Gdańsk Północna, and Zachodni [Western] railroad station areas by providing them with metropolitan character.
- The accenting of district and local centers as being dominant (distinguishing features) in the urban structure and being of high architectural quality.
- Including functions fostering social integration within the area, as especially with respect to public administration, trade, culture, education, and housing, and
- Shaping multifunctional retail-service tracts between the centers.

**Multifunctional Retail Centers**

Land on which store and facility complexes with large surface areas have been built in the form of supermarkets and hypermarkets will serve as a basis for shaping multifunctional retail centers.

- What are known as first generation facilities – single story buildings of low architectural quality, with parking areas located on the lot surface, programs limited to retail functions, and usually built near housing estates on derelict lots accessible by the transportation system – shall become areas earmarked for structural change with the intent of integrating them with municipal tissue. Actions shall involve:
  - Adapting the form of the facilities to the requirements of municipal urban structures,
  - The development of links between the multifunctional centers and the surrounding lands, and
  - Supplementing undeveloped land adjacent to the multifunctional retail centers with service, residential, or sport-recreational facilities.

**Green Areas**

Green areas, including forests, make up a valuable component of the city structure. They shall serve nature functions (biological, climatic, and hydrological) co-creating, together with the Vistula River and riverside green areas as well as the hydrographic system and land of other designation, the Warsaw Nature System. Green areas shall also serve an important social, culture-generating, and aesthetic role.

In terms of the city’s spatial structure, of prime importance are forest complexes within the city’s limits whose parts are connected with major forest complexes – such as the Bemowo forest linked with the Kampinoska Wilderness Area – as well as those that make up their fragments – such as the forests of Rembertów, Wawer, and Wesoła that are a part of the Otwock and Celestynów belt, the forests of Choszczówka that are a part of the Legionowskie forests, and the forests of northern Białowieża that are a part of the Nieporęt forests and the Słupęcka Wildness Area (occupying over 14 percent of the city’s land area).

The following have been isolated within the structure of Warsaw’s green areas:
- Developed green areas, which include parks, educational parks, greens, vegetation accompanying historical fortifications, and street and housing estate vegetation, and
- Recreational-leisure green areas located within urbanized areas as well as urbanized areas with a share of biologically active surface area in excess of 60 percent, plus cemetery land.
The following types of land have been identified:
- Areas of uniform or mutually non-colliding types of development.
- Functional zones have been isolated that consist of small multifunctional spatial structures. It is in accepting this assumption throughout the whole area of the city and the creation of new functional zones.
- The basic principle in land designation is the balancing of functions and the creation of optimum solutions.

Advertising within the City's Limits

Limiting the number and diversifying advertising size to meet local conditions are the general assumptions and directions of change with respect to the locating of advertising throughout the city approved as encompassing all functional zones.

Land Designation

The basic principle in land designation is the balancing of functions throughout the whole area of the city and the creation of multifunctional spatial structures. It is in accepting this assumption that functional zones have been isolated that consist of small areas of uniform or mutually non-colliding types of development.

The following types of land have been identified:
- Multifunctional land concentrating services of international, national, and citywide nature /C, (C)/,
- Service land /U..., (U)/,
- Residential land /M..., (M...)/, including land with a majority of:
  - Multifamily /M 1/,
  - Single-family /M 2/, and
  - Of a settlement-like character on forest sites,
- Production-service land /PU, (PU)/,
- Green areas /Z..., (Z...)/, including:
  - Forest land /ZL/,
  - Riverside land /ZW/,
  - Developed land (parks, greens, garden allotments, educational, playgrounds, etc.) /ZR/,
  - Land developed within the framework of the 19th century fortifications of Warsaw Fortress /ZF/,
  - Recreational-recreational land, which also encompasses agricultural land and garden allotments /ZR/, and
  - Cemetery land /ZC/,
- Engineering infrastructure facilities and equipment land /K/,
- Transit facilities and equipment /K/.

Protection of Cultural Heritage

Among the main objectives of spatial development policy, which implements the strategic objectives of city development in terms of building the identity of Warsaw, is protection of the historical identity of the city in molding the urban future of Warsaw. The purposes for introducing protection are:
- Preserving identified values of tangible and intangible cultural heritage resources,
- Displaying areas and buildings of significant historical and cultural value, including the historical silhouette of the city on the Warsaw Escarpment,
- Arresting processes of degradation of historical monuments and working against negative functional-spatial changes in areas with those values, and
- Cultural, including the maintaining of the traditional height of the historical parts of the city.

Protection of the Environment and Its Resources

The perspective development of Warsaw is tied to the need for harmonizing social-economic and spatial development with protection of the natural environment. This signifies the preserving of resources and protection of the quality of the environment by defining principles of using Warsaw's space. These principles link public and private interests with nature functions. This is especially important in the context of Poland's membership in the European Union. Obligations in the sphere of environmental protection make it an important part of the provisions of Poland's Accession treaty to the European Union and are referred to in strategic documents as well as plans and programs in the realm of environmental protection and spatial management.

Warsaw's environmental protection program identifies objectives, priorities, and tasks whose implementation is served by legal instruments. Among these, spatial planning occupies a special place. Actions in the area of environmental protection have been founded in the directions of Warsaw’s spatial policy.

The main aims of the city’s spatial development policy in the realm of protection of the environment and its resources include:
- Protection of environmental, nature, and landscape values,
- Improvement in the quality of surface waters and protection of water resources,
- Protection against noise caused by transportation and industry,
- The achievement of required standards in atmospheric air quality, and
- Acting against threats to the environment caused by industrial accidents as well as in the transportation of hazardous materials.

The following have been specified as part of the scheme to protect the environment and its resources in spatial planning and management:
- Warsaw’s Nature System (SPW),
- Areas and facilities of nature protection,
- Principles for protecting the land surface,
- Principles for protecting water resources and their quality, and
- Principles for protecting against threats.

Development of the Transportation System

The directions for the development of the transportation system of Warsaw have been defined on the basis of analysis of transportation conditions as derived from the diagnosis of the existing state as well as in line with the approved objectives of transportation policy for Warsaw.

Transportation policy for Warsaw stems from an understanding of the consequences for public space and vehicular traffic carried by unrestricted access by vehicles to the city area. Attempts at keeping up growth in motoring by expansion of roads and parking areas in the densely built-up areas of the city are condemned to failure. As a result, it has been decided that instead of adapting systems throughout to the growing needs of vehicular traffic, it is a decrease in the need for traffic that should be the direction of influence. In line with European tendencies, what has been approved is a policy based on the principles of sustainable development, understood as a guarantying of balance among economic development, the achievement of public targets, and environmental protection.
Special importance is attached to reinforcing the role and range of the operation of public transit because this guaranties:

- Savings in the environment on a local and global scale, mainly as a result of lower energy demand and fume emissions calculated on a per passenger basis,
- Savings in municipal land due to lower demand for surface area for streets, intersections, and vehicle parking areas,
- Savings in resources for transportation investment projects serving the needs of users of individual transportation (i.e. for the expansion of roads and parking areas),
- An improvement in traffic safety by decreasing the number of victims and other effects of road accidents, and
- Better protection of natural and cultural values.

The overall objective of transportation policy for Warsaw is improved efficiency and development of the transportation system so as to create conditions for the efficient and safe movement of people and goods while limiting hazardous impacts on the natural and civilizational environments.

The Road and Street Network

The development of the road and street network will be conducted through both actions of an investment character and application of a traffic organization approach that facilitate its segregation. There, special importance shall be applied to separating local traffic from transit traffic and commuter traffic from freight traffic (trucks and delivery vans).

The road and street network shall guaranty efficient connections with external routes (super highways and national expressways) that, within the city limits as well as in its immediate vicinity, shall serve the role of a system of bypass routes with respect to urbanized areas. Intra-district connections as well as a new bridge crossing bypassing the center shall be built. Efficient services for developed land shall be guaranteed, maintaining the hierarchy of the street system and direct services for surrounding development in lieu of rapid transit functions in the city center. The road and street system shall be supplemented by a network of bicycle trails. The present system of bicycle trails is approximately 200 km [124 mi.] in length, where plans foresee another 900 km [559 mi.].

Mass Transit

Warsaw has at its disposal a relatively well developed network of rail transportation. The greatest cascades of commuters are observed in the direction to the center of the city. It is there that a rich system of tramway connections (three east-west lines and four north-south lines), a subway and railroad has been created.

A priority direction in the development of the public transit system is the integration of the mass rail transit systems. Collaborating railroad, tramway, and subway systems will guaranty the possibility of intra-city transit as well as access to the suburban zone.

The bus network supplements the rail-based systems. Busses carry passengers to the nearest multimodal transfer nodes located on railroad and subway lines as well as the terminal or major stops of the tramways.

Zones of Varied Conditions for Transit Services and Vehicular Parking

The planned privileged status of public transit and limited access of the central Warsaw area for automobile traffic signifies a need for varying means to implement transportation policy that is dependent on the nature of the area where it is to be applied.

For this reason, the city has been subdivided into three main zones that differ in:

- Degree of privileged status applied to public transit,
- Degree of restrictions on automobile and truck traffic, and
- Requirements relating to the number of parking spaces.

THE DEVELOPMENT OF TECHNICAL INFRASTRUCTURE

The main objectives of development have been formulated on the basis of the analysis of the existing state as conducted, legal acts in force, and decisions contained in the Voivodeship of Mazovia Spatial Development Plan and the Strategy for the Development of Warsaw. They are:

- In the area of water supply: Guaranteeing, for all inhabitants of the city, water meeting domestic demand of a quality accepted by the users and meeting requirements defined by standards and norms, maintaining a high level of reliability of water supply under normal conditions and in crisis threat situation, and improvement in the technical state of the network in order to minimize breakdowns, prevent water loss, and avoid any potential for secondary pollution.
- In the area of sewage: Treatment of all sewage effluent collected by the city’s sewage system, increasing the range of the existing sewage system (building sewage projects in advance of projects coupled with the development of the city), maintaining individual solutions for collecting and treating effluent on built-up lands of low intensity if environmental protection as well as economic and financial causes are not a counterindication, and the development of new solutions in the realm of waste water management.
- In the area of electricity supply: Improvement of supply reliability.
- In the area of heat supply: Adapting energy sources to the requirements of environmental protection, guarantying an improvement in the reliability and appropriate quality parameters of heat energy supply to present and future users, and use of renewable energy sources (OZE) as a factor supporting basic energy carriers.
- In the area of gas supply: Increasing the share of gas fuels in the city’s energy balance, and utilization of gas as the basic source of heat in built-up areas of low intensity.
- In the area of waste removal and utilization: Encompassing all inhabitants with organized waste collection, increasing recycling, limiting the transportation of wastes over long distances as well as the quantity of wastes being deposited in landfills.

PUBLIC PURPOSE INVESTMENT PROJECTS OF SUPRA-LOCAL IMPORTANCE

Public purpose projects of supra-local importance for the transportation system as identified in the Voivodeship of Mazovia Spatial Development Plan consist of:

- An external ring for Warsaw making up a fragment of the national road system, simultaneously providing connections with the municipal traffic system — the Home Army Expressway, the Northern Bridge Route, Warsaw’s Eastern Bypass Route, and Warsaw’s Southern Bypass Route.
Among areas in need of renewal, including restoration of historical monuments and values of contemporary culture, are:

- Ring connections around the central districts – the Home Army Expressway, the N-S Expressway, the Siekierkowska Expressway, and the Olszynka Grochowska Route.
- The ring of main streets surrounding the downtown area – Towarowa Street, the Gdansk Bridge Route, and the Home Army Expressway – the planned eastern segment.

A public purpose project of supra-local importance with respect to engineering infrastructure as identified in the Voivodeship of Mazovia Spatial Development Plan is the closing of the dual-line 400 kV line around Warsaw. The course of the line shall be established on the basis of a study of the course within the Warsaw agglomeration.

AREAS IN NEED OF TRANSFORMATION AND RENEWAL OR RECULTIVATION

Among areas in need of transformation following recultivation are:

- Lands for storing industrial wastes from the Zerań Combined Power and Heat Generating Plant, the Luccchini Steel Mill, and the Czajka Sewage Treatment Plant.
- Unlawful dumps located in the protective zone of the main Quaternary water reservoir of the middle Vistula river valley.
- Degraded land located in industrial areas that no longer serve their initial function while the facilities found there have been subject to significant depreciation.
- The largest degraded area is located in the area of Zerań (Praga North and Bielapółka), the Ursus Mechanical Works, Industrial Żoliborz, Czyste and Odolany (Wola), Industrial Targówek, and Industrial Siedlce, and
- Railroad land that is no longer needed by the railroad for its charter objectives (the territorial reach should be defined in a separate study that can be executed in conjunction with the railroad).

Among areas in need of renewal, including restoration of historical monuments and values of contemporary culture, are:

- Housing estates that fail to meet contemporary standards and that are degraded or threatened by degradation due to the low utility parameters of the dwelling units as well as spatial and functional structure.
- Historical layouts and spatial complexes – areas and facilities subject to cultural heritage protection, and
- Multifunctional retail centers (supermarkets and hypermarkets).

A problem that has a negative impact on the environment in the city is the existence of unlawful garbage dumps, the number of which is growing from year to year. A reason for special concern regarding this phenomenon is the fact that many of these dumps are located in forest and marshy meadows, thus causing their degradation and pollution. The most frequently polluted areas are the Miocinski forest (150 m² – 1,615 sq. ft.), the Vistula riverside belt on the Wybrzeże Gdyńskie Boulevard (500 m² – 5,382 sq. ft.), lands around the lake on Dzidzińska Street (125,000 m² – 1,345,489 sq. ft.), the Olszynka Grochowska Reserve (600,000 m² – 6,458,346 sq. ft.), the land located in the valley of the Wilanówka River and around Czerniakowskie Lake as well as land in private forests and along access routes to the city. These areas require continuous monitoring as well as actions related to their cleaning.

METHODOLOGICAL COMMENTS REGARDING USE OF THE STUDY

Chapters I-XI and XXV as well as study figures No. 1 through No. 13 are devoted to the spatial development conditions for the Capital City of Warsaw. Chapters XII-XXIV of the text as well as study figures No. 14 through No. 28 define directions of change.

Procuring information regarding spatial policy assumed by the Study for a given site necessitates the conducting of comprehensive analyses in line with the guidelines below – i.e. the defining of:

- What is the functional zone for the given site and is it located in the area of main elements molding the spatial and landscape structure of the city (in accordance with Figure No. 14 – “Functional-Spatial Structure: Spatial Development Directions”)?
- Does the given land area have any existing conditions or guidelines with respect to the functional structure, and what are the principles for land development (Chapter XII.2.), and are there any guidelines derived from them?
- Does the given land area have any existing conditions or guidelines with respect to elements of the functional structure, and what are the principles for land development (Chapter XII.1.), and are there any guidelines derived from them?
- What is the functional zone for the given site and is it located in the area of main elements molding the spatial and landscape structure of the city (in accordance with Figure No. 14 – “Functional-Spatial Structure: Spatial Development Directions”), are there any detailed conditions and guidelines for the given land area (Chapter XII.3.), and what are the land development and utility indicators as well as any guidelines derived from them (Chapter XIII)?
- Are there any conditions and guidelines for the given land area with respect to protection of cultural, natural, and environmental heritage, the functioning and development of the transportation and engineering systems as well as any guidelines derived from them (Chapters XVII-XVIII and study figures from No. 15 through No. 24)?
- Do any aspects and elements of spatial policy found in chapters relating to special questions (Chapters XVIII-XX and study figures No. 25 through No. 28) apply to the given land area and what guidelines and development principles are in force?

In connection with the fact that Chapter XXV contains a specification of facilities and areas encompassed by protection prepared as of the date of the development of the Study, the information it contains should be updated individually for a given day with units responsible for the specified part of the city, registers, specifications, and records.

The Study is accessible on the web pages of City Hall of the Capital City of Warsaw at www.um.warszawa.pl/wydarzenia/studium.
FUNCTIONAL STRUCTURE

Area of Warsaw – 517 km² [200 sq. mi.]

Housing occupies an area of 145 km² [56 sq. mi.], which accounts for 28% of the city’s area:
- Multifamily housing occupies 55 km² [21 sq. mi.] – 11%
- Single-family housing occupied 90 km² [35 sq. mi.] – 17%
- Service areas occupy 38 km² [14 sq. mi.] – 7%
- Areas for technical functions (engineering and transportation services) occupy 57 km² [22 sq. mi.] – 11%
- Production-service areas (including warehousing and storage) occupy 26 km² [10 sq. mi.] – 5%
- Green areas account for 145 km² [56 sq. mi.] – 28%, including:
  - Forest vegetation – 72.6 km² [28 sq. mi.]
  - Developed vegetation (parks) – 11.7 km² [5 sq. mi.]
  - Garden allotments – 17 km² [7 sq. mi.]
  - Cemeteries – 0.5 km² [0.2 sq. mi.]
- Agricultural use land occupies 62 km² [24 sq. mi.] – 12%

THE EXISTING STATE
POPULATION

- Warsaw has approximately 1,690,000 inhabitants
- The average population density is 3,266 persons/km² [8,459 persons/sq. mi.], which ranges from 9,600 persons/km² [24,864 persons/sq. mi.] in Ochota District to 378 persons/km² [979 persons/sq. mi.] in Wilanów District
- The average rate of population growth varies:
  - The highest growth occurred in the outlying districts: Ursynów, Wilanów, Wawer, Białołęka, and Ursus
  - There was a population loss in the downtown districts: Mokotów, Wola, Żoliborz
- According to cautionary prognoses by the GUS Central Statistical Office, the population number will decrease over the years 2003-2030, however, the migration balance for Warsaw is exhibiting a growth tendency, which in effect gives a positive population balance, compensating for the negative birthrate.
THE ECONOMY

- Economic entities are not spread evenly throughout the city area. Most are located in the city center.
- The supply of jobs is growing; in the year 2002 there were 860,000 employed, where 681,000 were residents of Warsaw, which accounts for 79.4% of all employed.
- Recent years have seen an upward tendency in the role of Warsaw on the domestic labor market in such spheres as:
  - Science and technology,
  - Real estate and business services, and public administration,
  - Financial intermediary services and trade, and
  - Transportation and communications.
- A total of from 150,000 to 170,000 people commute to work in Warsaw on a daily basis or rent dwelling units here.
The urban structure of Warsaw continues to be mono-functional while its character is that of a municipal-industrial agglomeration. The city is subdivided into a central area, large residential districts, and degraded industrial districts. Over 10% of the city area consists of agricultural land (half of which is not utilized agriculturally).

The quality of the city’s street and square as well as entry route equipment and development, which create the layout of public space, is low.

Environmental annoyances are primarily caused by noise and air pollution, as well as anthropopressure on green open areas and lands requiring protection that are attractive for residential building.

The Vistula River and Warsaw Escarpment form a unique landscape value in the city’s space. The historical identity of Warsaw’s spatial structure is distinguished by numerous values of the urban and landscape layout.

Forests, the hydrographic layout of canals, rivers, and lakes (and other bodies of water), as well as numerous parks in the downtown districts serve an important role in the city’s landscape.

The spatial structure of Warsaw is molded by areas of uniform building features:
- Downtown: Śródmieście [Downtown], Żoliborz, Ochota, Mokotów, Wola, Praga South, and Praga North,
- Multifamily housing: Bielany, Bemowo, Ursynów, Targówek, and the residential complexes of Włochy and Ursus,
- Production-service functions: Białołęka, Bielany, Mokotów, and Wola, and
Perspectives of social-economic development are good in spite of cautionary demographic forecasts relating to the development of the population of Warsaw that are derived from negative birthrate indicators. What is observed is the:
- Development of highly specialized services,
- Growing number of migrations to settle permanently by young, educated people (over 25,000 people over the years 2000-2003),
- An almost twofold growth in people arriving for temporary stays, and
- Large numbers of people from outside Warsaw working in the city (150,000-170,000).

Perspectives for molding a desirable functional-spatial structure for the city are favorable due to the presence of land qualified for transformation and supplementing as well as the availability of unbuilt-up areas – new lands for construction beyond urbanized areas amount to approximately 100 km² [39 sq. mi.].

Analysis of assumed economic absorptivity of individual areas demonstrates that the land area of Warsaw may be inhabited by up to 3,000,000 people (5-6 million for the metropolis).

Identification of land that is valuable in terms of cultural heritage and public space and that determines the quality of the city’s spatial structure shall serve as the basis for developing revitalization and renewal programs for the city.

Identifying Warsaw’s nature values and defining principles for their protection will make possible the raising of the quality of life of inhabitants and the stressing of landscape values.

The development of Warsaw as a “City – European Metropolis” shall involve the guarantying of spatial conditions for continuous sustainable economic and social development, protection of cultural and natural heritage, and the achieving of European standards in the living conditions of the inhabitants, which in effect should play a part in raising the role of the capital in the network of cities of the European Union.

The European perspective for spatial development with respect to new member states of the European Union demonstrates a need to create major urban centers that are to play a strategic role in the development of the peripheral regions of the European Union. The Warsaw Metropolis, being the most eastward, has an opportunity to achieve a position of “European development locomotive” for the eastern part of the territory of the European Union.

Spatial policy of the government with respect to Warsaw as well as the spatial development plan for the Voivodeship [Province] of Mazovia unequivocally demonstrates that Warsaw should achieve the status of a metropolis of European importance.
Guidelines for directions of change and transformation in the spatial structure refer to:
- Elements shaping the spatial structure and landscape of the city,
- Functional zones identified on the basis of similarities in building tissue and land development as well as areas of planned development.

The main elements molding the spatial structure and landscape of the city are:
- The Warsaw Escarpment, inclusive of the Vistula River and the riverside green areas as well as the hydrographic layout,
- The city center,
- The spatial layout of a representational character, inclusive of multifunctional tracts with their links and entry routes into the city,
- District centers, local centers, and multifunctional retail centers, and
- Areas forming the Warsaw Nature System (SPW), including green and forest areas.
THE WARSAW ESCARPMENT WITH THE VISTULA RIVER AND RIVERSIDE GREEN AREAS AS WELL AS THE HYDROGRAPHIC SYSTEM

Main directions of change and transformation in the spatial structure:

- Protection and displaying of the historical silhouette of the city on the Warsaw Escarpment and the panorama of the city,
- Protection of the landscape values of the Vistula River Valley and the Warsaw Escarpment, with special stress on scenic points and axial views, plane views, and panoramas,
- The development of the Vistula River and the adapting of riverside green areas to the conditions of the natural environment by way of:
  - Development of the Vistula’s riverbanks in a manner facilitating access to the river, specifically the creation of river landings, beaches developed for recreation and leisure, and local service facilities turned to the river (culture, science, restaurants, and hotels), and
  - Designating a water tram route as well as river landings,
- Development of sport and recreation for the Żeranski Canal, taking into consideration its links with Lake Żegrzyński, and
- The recreational-leisure development of land tied with the hydrographic system of streams, lakes, and ponds, while simultaneously protecting nature values and elements distinguished in the city’s landscape (Wilanów and Białotłoka).
SPATIAL LAYOUT OF REPRESENTATIONAL CHARACTER

Main directions of change and transformation in the spatial structure:
- The displaying of mutual street and square connections of the preserved historical layout,
- The harmonious supplementing of building tissue along streets and squares (mainly representational spaces and multifunctional tracts) with buildings molding street fronts, with special stress on the location of service functions,
- The inclusion of building quarter interiors (courtyards) located along the main representational spaces,
- The furnishing of space of representational character, of its links, and of multifunctional tracts by introducing small-scale architecture, vegetation, lighting, and the composing of the flooring of squares and sidewalks,
- Functional and aesthetic ordering and the improving of the quality of space along entry routes to the city, especially by way of attractive and cohesive furnishing of the space and the shaping of new building tissue,
- Protection of existing and the introduction of new street side vegetation,
- The introduction of solutions that are friendly to the elderly and disabled,
- Designation of parking areas for vehicles that do not collide with pedestrian paths, and
- Striving to locate parking areas in underground parking garages.
THE CITY CENTER

Main directions of change and transformation in the spatial structure:
- Revitalization of historical spatial layouts, including parks and gardens, in line with requirements stemming from historical and nature value protection.
- The creation of a city center on the Praga side of the river by revitalizing and modernizing areas with historical buildings as well as the development of unbuilt-up land, taking into account requirements stemming from historical and nature value protection.
- The coupling of the left-bank and right-bank parts of the city by way of bridge connections as well as other forms such as water connections (ferries, water trams, and tour ships).
- The linking of the center with district centers through spatial layouts of a representational character, with their mutual links, and with multifunctional tracts.
- Supplementing the city center with multifunctional building tissue (service and residential), creating complexes of buildings of compact structure, and providing service malls along street routes.
- Creating conveniences for pedestrian traffic in overcoming transportation barriers (e.g., increasing the number of pedestrian crossings at ground level) and the creation of bicycle trails.
- The creation of solutions friendly to the elderly and disabled, and
- Allowing sites for retail facilities with sales areas in excess of 2,000 m² [21,528 sq. ft.] in areas as identified in study figure No. 14, assuming the adapting of architectural form to the character of downtown building tissue (protection of characteristic building structures).
DIRECTIONS OF SPATIAL DEVELOPMENT

ZONES

THE DOWNTOWN FUNCTIONAL ZONE
Main directions of change and transformation in the spatial structure:
- Revitalizing of historical building quarters,
- Intensification of investment,
- Restructuring and modernizing degraded areas,
- Protection and modernization of general access developed green areas,
- Raising the standard of multifunctional street and square tracts,
- Priority for pedestrian and bicycle traffic and public transit services, and
- Lowering street categories and refraining from increasing the throughput of streets and intersections in order to calm the traffic.
THE URBAN ZONE

Main directions of change and transformation in the spatial structure:
- Modernization and supplementing of multifamily housing estates,
- Protection of the area’s historical and cultural values,
- Developing undeveloped land between complexes of existing buildin
- The transformation of industrial land to provide housing and service
- The supplementing and shaping of new service centers,
- The ordering of building tissue around street intersections,
- Priorities for public transit,
- Protection and modernization of existing parks and housing estate
- The creation of new green areas.
THE SUBURBAN ZONE

Main directions of change and transformation in the spatial structure:
- Protection of open and forest land as well as areas of nature values,
- Shaping of new building tissue of low intensity,
- Supplementing and modernizing building tissue,
- Supplementing existing and shaping new service centers – district and local,
- The ordering of building tissue around street intersections, and
- Developing the bypass road system.
PROTECTION OF CULTURAL HERITAGE

Among the cultural heritage resources of Warsaw, areas of cultural heritage protection have been identified and earmarked for the following forms of protection:

- Areas and buildings that are encompassed by legally binding conservation protection pursuant to the Act of July 23, 2003 on Protection and Care Over Historical Monuments, including:
  - Areas deemed monuments to history,
  - Areas and objects entered into the register of historical monuments, and
  - Archeological sites and areas entered into the register of historical monuments,

- Areas encompassed by conservation protection zones, zones of archeological observation, and historical monuments to be protected in line with local law, and

- Areas and buildings that are contemporary cultural values to be protected in line with local law.

The creation of three culture parks is planned: the Wilanów Culture Park, the Fortress Warsaw 19th Century Fortification Complex Culture Park, and the Old Brudno Prehistoric Stronghold Culture Park.

MONUMENT TO HISTORY

Pursuant to a directive of the President of the Republic of Poland, the Historical City Complex with the Royal Way has been acknowledged as a monument to history. In addition to the historical center of Warsaw, this Complex encompasses diverse urban compositions and layouts as well as historical complexes, including those entered into the register of historical monuments, forming the historical layout with the historical silhouette of the city on the Warsaw Escarpment and the surrounding areas.
AREAS AND OBJECTS ENTERED INTO THE REGISTER OF HISTORICAL MONUMENTS

Conservation requirements are given mandatory priority with respect to areas and objects deemed to be monuments of history:
- Approval of investment plans and actions, in line with procedures as defined by detailed legislation, by the body responsible for protection of historical monuments, which presents conservation recommendations upon request by the owner or holder of the historical property,
- Procurement of a permit from the body responsible for protection of historical monuments for all investment actions undertaken on properties and real estate entered into the register of historical monuments.

Protection of historical and cultural values is specifically subject to the taking into account of the principles of protection in spatial development in accordance with applied category:
- Urban compositions, including large-scale urban layouts, urban street and square layouts, urban systems of building tissue, and urban-architectural complexes,
- Palace and park complexes, manor houses with parks, and parks and gardens,
- Industrial complexes and communal facilities,
- Complexes of fortifications – forts and barracks, and
- Cemeteries.
Areas of historical and cultural value making up the historical layouts, spatial complexes, and cultural landscape of the Warsaw Escarpment have been identified for protection by being incorporated into conservation protection zones of varied protection tasks – A, B, C, E, L, G, K, and W – in which conservation recommendations are taken into account.

The conservation protection zones consist of:

- **Zone A** – Protection zone for all parameters of the historical urban layout (KZ-A),
- **Zone B** – Protection zone for significant parameters of the historical urban layout (KZ-B),
- **Zone C** – Protection zone for selected parameters of the historical urban layout (KZ-C),
- **Zone E** – Protection zone for the environs of historical monuments and the exposition of historical monuments (KZ-E),
- **Zone L** – Protection zone for linear parameters of the historical urban layout (KZ-L),
- **Zone G** – Protection zone for elements planned prior to 1939 and their related building complexes (KZ-G),
- **Zone K** – Protection zone for the cultural landscape (KZ-K), and
- **Zone W** – Zone of archeological observation (KZ-W).
GENERAL PROTECTION PRINCIPLES

The general principles of protection of historical values that should take precedence in shaping spatial development in areas of cultural heritage are:
- Preservation and conservation of historical substance,
- Preservation of the historical urban layout and spatial composition,
- Revitalization of historical urban layouts, buildings, and historical land development in line with detailed conservation guidelines drawn up on the basis of the results of conservation research and analyses for entire spatial compositions or areas,
- Observance of conservation requirements with respect to allowable transformations in historical buildings and land development,
- Excluding the locating of facilities in disharmony with historical environs or blocking views of historical monuments, including restrictions on the locating of above-grade infrastructural facilities,
- New development: buildings, street and square surfaces, and urban furnishings shall be of high aesthetic and utility quality, with limits on freedom of application of technical solutions, materials, and colors, including surfaces, as well as plant material, and restrictions on the introduction of advertising and visual information,
- Taking into account the requirements of archeological protection,
- A requirement to precede any revitalization planning works with detailed conservation guidelines as well as a comprehensive assessment of the state and functioning of the area, based on analyses and studies, including landscape and panorama studies, and
- In justified cases, allowing variances from principles of protection, but only in the case of the conducting of research studies or detailed conservation guidelines providing greater detail with respect to the subject, manner, and scope of protection.
PROTECTION OF THE ENVIRONMENT AND ITS RESOURCES

THE NATURE SYSTEM OF WARSAW (SPW)

The nature system of Warsaw is made up of:

- The Warsaw Nature System area, which is made up of:
  - The Vistula River inclusive of riverside green areas,
  - Forest complexes,
  - Developed green areas,
  - Developed green areas with the participation of sport and recreational areas,
  - Selected single-family housing areas within forest complexes,
  - Local areas with a share of biologically active surface area of no less than 60%, including housing areas and areas of different designation.

- Supplementary areas encompassing:
  - Developed green areas,
  - Developed green areas with the participation of sport and recreational areas,
  - Developed green areas within the framework of the Fortress Warsaw 19th century fortification system, and
  - Housing areas and other urbanized areas or areas planned for urbanization with a share of biologically active surface area of no less than 60%.

- Air-exchange corridor areas as identified within the framework of basic and supplementary areas:
  - The Vistula River valley corridor,
  - The sub-escarpment corridor,
  - The Mokotów corridor,
  - The Jeruzolimskie Avenue corridor,
  - The western rail corridor,
  - The Bemowo corridor,
  - The northern rail corridor, and
  - The eastern rail corridor.

- Nature links among the Warsaw Nature System areas of the following character:
  - Main links, as established in the Study,
  - Local links that are to maintain continuity with Warsaw Nature System areas and main links to be established in local plans.
NATURE PROTECTION AREAS AND FACILITIES

Directions taken by Warsaw’s spatial policy with respect to facilities and areas encompassed by various forms of nature protection involve the creation and maintenance of protected areas in line with European standards.

Areas and facilities encompassed by protection are:

Existing:
- The Mazovian Landscape Park,
- The Warsaw Area of Protected Landscape, including the zone of special environmental protection and the zone of urban protection,
- Nature reserves,
- Nature monuments,
- The area of special bird protection in the Central Vistula River Valley (PLB 140004) – Natura 2000,
- Environmental-use areas, and
- Nature-landscape complexes.

Planned:
- Expansion of the King John II Sobieski Forest reserve,
- The Biały Ług reserve,
- The Maciejówka environmental-use area, and
- The Modraszek telejus environmental-use area.

Protection zones have been established for the following areas and facilities:
- The Kampinowski National Park,
- The Mazovian Landscape Park,
- The Lake Czerniakowskie reserve,
- Environmental-use areas, and
- Nature-landscape complexes.

Moreover, it is deemed purposeful to encompass the following with protection:
- Environmental-use area – Macierowe Bagno,
- Nature-landscape complex – Warsaw Escarpment,
- Environmental-use area – Lake Zgorzeł, and
- Environmental-use area – Białołka Dworska.
The road and street network should guaranty:

- Efficient connection with external roads (superhighways and national expressways) that shall serve as bypass routes with respect to urbanized areas within the city limits and in its immediate vicinity,
- Bypass route intra-district connections and bridge routes bypassing central and strongly urbanized areas,
- Efficient services for invested land, while maintaining the street system hierarchy,
- Direct services for the surrounding development at the cost of rapid intra-area transit traffic in the central part of the city, and
- The possibility of introducing bicycle trails serving the city.

Bypass connections:

- Express bypass route (Home Army Expressway – Toruńska Expressway – Eastern Warsaw Bypass Route (WOW) – Southern Bridge Expressway),
- Municipal bypass route (N-S Expressway – Northern Bridge Expressway – Olszynka Grochowska Expressway – Siekierkowska Expressway – Sikorskiego – Rzymowskiego – Marynarska), and
BRIDGE LINKS

In order to limit the traffic-intensity of the road system it is necessary to increase the number of bridge crossings.

Bridges provide connections across the Vistula River:
- Existing: Grotta-Roweckiego, Gdański, Śląsko-Dąbrowski, Świętokrzyski, Poniatowskiego, Łazienkowski, and Siekierkowski.
- Planned:
  - Northern, on the route of the planned expressway of intra-district and intra-regional character,
  - A bridge on the Budowlana and Krasinski street route, a connection of intra-district character,
  - The Na Zaporze Bridge, on a route serving as an intra-district link, and
  - The Southern Bridge, on the Southern Bridge Expressway route, classed as an express road.

A local connection is additionally assumed in the Old Town zone, linking the Old Town and Praga (as an extension of Ratuszowa and Okrzei streets).

THE STREET SYSTEM

The city’s street system has been shaped taking into account a hierarchical structure. A network of expressways (S), with a system of main high speed traffic routes (GP), and main roads (G) shall work together with collector and local streets directly serving urbanized areas.
DEVELOPMENT OF THE TRANSPORTATION SYSTEM

MASS TRANSIT

The development of the mass public transit system shall be guaranteed by:
- Raising the standard of the railroad system coupled with the city and agglomeration area to the level of a Rapid City Rail System (SKM),
- Raising the standard of Warsaw’s tramways by simplifying the layout of the lines, modernizing track, power supply, and stops infrastructure, and the proper organization of transfer nodes,
- Guarantying priority in street traffic for trams and busses, and
- Bringing the No. I subway line to Mlociny, and subsequently expanding the system depending on the rate of growth of traffic demand and the city’s financial potential.

INTEGRATION OF THE MASS TRANSIT SYSTEM

The following is assumed with respect to the integration of the transit system:
- Construction of “Park and Ride” (P+R) system parking areas,
- Construction, modernization and rebuilding of transfer nodes among the various types of transportation systems,
- Launching of dynamic passenger information systems (visual and audio) facilitating the conducting of transfers, and
- Undertaking other technical action in fields serving public transit (safety monitoring, system coordination, and timetable synchronization).

Other important aspects of transit system integration include:
- The adapting of transfer nodes to meet the needs of disabled commuters, and
- Introducing the use of a single ticket for all means of public transit.
THE SUBWAY SYSTEM

The subway system requires investment effort.

The most important actions are:

- The completing of the No. I subway line leading along Kasprowicza Street to the Młociny node (the A-23 station),
- Supplementing the No. I subway line with stations at Konstytucji Square (A-12) and Muranów (A-16),
- Construction of the No. II subway line along the Bemowo – Downtown – Trąbów – Brudno segment with the general assumption that a transfer station guarantying efficient transfers to the No. I subway line will be built,
- Construction of the No. III subway line along the PKP Warsaw-West Train Station – Gocław segment passing through the Downtown area so as to facilitate the creation of integrated stations for the No. I and No. III subway lines, and
- Building successive – in addition to Kabaty – technical-stopover subway stations in line with traffic-operation requirements.

THE TRAMWAY SYSTEM

The most important investment projects are:

- Extension of the existing Bemowo line from the terminus along Powstańców Śląskich and Rejmonta streets to Broniewskiego Street,
- Building of a tramway line along Powstańców Śląskich Street from Górczewska to Radiowa streets,
- Building of a tramway line along the planned Northern Bridge Route from the Młociny multi-modal transfer node and it’s A-23 subway station to the Tarchomin housing estate area and the Winnica terminus,
- Building the Bemowo – Banacha tramway line, where it is important to investigate the possibility of passage beneath the Western Train Station grounds towards Bitwy Warszawy 1920 and Banacha streets,
- Building of a tramway line along Gagarina and Czerniakowska-bis streets to the Siekierkowski Arc,
- Building of a tramway line along the paths of Krasinski-Budowlana and Św. Wincentego streets to the retail center in the area of the Home Army Expressway and Ołęska streets,
- Building of an extension of the tramway line along Modlińska Street from the Żerań terminus to the intersection with Świętokrzyska Street, including a connection to the line leading from the Northern Bridge Route,
- Building of a tramway line along the path of the Northern Bridge Route from Vistula Expressway to the eastern limits of the city, and
- Pursuant to traffic-operation needs, the building of new depots in the area of Eastern Żerań – Annopol, where the current locations of depots in Żoliborz on Pstrowskiego Street, in Wola on Młynarska Street, in Mokotów on Woronicza Street, and in Praga on Kawęczyńska Street as well as the Traction Power and Track Department on Prymasa Tysiąclecia Avenue are to remain as they are.
THE WATER SUPPLY SYSTEM

The most important projects are:

- Central Water Supply System:
  - Construction of equipment for indirect ozonization and filtration using activated charcoal,
  - Installation of a system for monitoring production processes, and
  - Introduction of complete automation for controlling technological and water distribution processes at the water purification plant,
- Praga Water Supply System:
  - Expansion to include new technological equipment for indirect ozonization and filtration using activated charcoal, and
  - Introduction of a continuous system technological process monitoring system as well as complete automation over technological and water distribution processes,
- Northern Water Supply System:
  - Construction of activated charcoal filters together with an indirect ozonization station, and
  - Introduction of continuous monitoring of water quality and automatic control of technological and water transmission processes to the Białołęka zonal station,
- Construction of the No. II transmission main from the Northern Water Supply System to the Białołęka Zonal Station (after 2020),
- Construction of the Bemowo zonal station, including conduits for bringing water in and taking it out (after 2020),
- Construction of new segments of the distribution network and renovation, rebuilding, and modernization of the existing network using new materials and technical solutions,
- Maintaining the existing system of public wells using deep levels of underground water for supplying the population under emergency situations and its expansion exclusively for such purposes,
- Restricting the use of underground water for industrial purposes, and
THE SEWAGE SYSTEM

The most important projects are:
- Modernization and expansion of the Czajka sewage treatment plant to a capacity of 435,000 m³/day (115 billion gals./day), construction of a transfer system delivering sewage effluent from the left-bank of the Vistula River to the right-bank, and solving the problem of effluent sediment management,
- Completion of construction of the Południe [South] sewage treatment plant, inclusive of delivery and release systems (collector delivering raw sewage effluent from the present N riverside main in the area of the intersection of Czerniakowska and Witoso streets and the collector releasing treated effluent into the Vistula River below the drinking water intake,
- Rebuilding and modernization of main receivers of precipitation waters from the dispersed sewage system areas:
  - Bródnowski Canal,
  - Konotopa Canal,
  - Reguły-Malichy ditch,
  - Służewiecki brook,
  - Grabowski ditch,
  - Czerniakowski Canal,
  - Opaczewski ditch,
  - Jeżiorki ditch, and
  - Wawerski Canal,
- The recreation, rebuilding, and revitalization of natural ponds, lakes, reservoirs, and land depressions for the retention of precipitation.
The most important tasks are:

- An improvement in the links between the Warsaw Power Engineering Node (WWE) and the National Power Grid (KSE) by construction of the southern 400 kV semi-ring, inclusive of new GPZ main supply substations (the possible construction of the 400/110 kV Julian – w substation) or the application of alternative solutions guarantying reliability of city supplies in the future (conducting a study for the Warsaw agglomeration area looking into the course of the southern 400 kV semi-ring line).
- Modernization of the GPZ Mościcka, GPZ Towarowa, and GPZ Młosna substations.
- Incorporation of the GPZ Towarowa substation into the Młosna-Towarowa-Mory 220 kV ring.
- Successive conversion of the existing overhead system into a cable system as well as restrictions on the building of new overhead lines in order to decrease negative impact on inhabitants and an improvement in the aesthetics of the city and better utilization of existing land.
- Allowing the conversion of existing 220 kV power lines to 400 kV or into multi-circuit, multi-voltage lines,
- Guarantying reliability of supply and minimizing the effects of any failures resulting in power supply breaks, and
- Construction of new 110/15 kV substations and 110 kV power lines.
DISTRICT HEATING AND GAS SUPPLY

The most important tasks are:

- With respect to heat source operations:
  - Modernization and development efforts aimed at renewing existing equipment (often obsolete) such as steam boilers, water boilers, and turbine assemblies as well as the building of new generating units, limiting the emission of pollutants, and meeting environmental protection standards,
  - Guaranteeing an improvement in reliability and proper quality parameters for heat energy delivery to present and future users,
  - Allowing the building of new generating units of a dispersed character – decentralization of heating power, and
  - Improvement in the combination indicator for heat sources thanks to the building of new combined generating units,

- With respect to combined power and heat generating plants – the potential for diversifying fuels by conducting high-pressure gas pipelines to the sources,

- Use of unconventional and renewable sources of energy for the production of heat, including:
  - Energy from the burning of communal wastes at the solid waste utilization plant (ZUSOK),
  - Bio-gas from sewage treatment plants,
  - Landfill gas from garbage dumps (the Radiowo composting plant in Bielany District), and
  - Biomass, especially wood, in local boiler plants,

- Improving the technical output of gas systems by building the 700 dia. Rembelszczyzna – Kawęczyn and 700 dia. Kawęczyn – Świerk gas pipeline,

- Building a high-pressure 500 dia. Rembelszczyzna – Mory Steel Mill gas pipeline, and

- Construction of reduction-measuring stations:
  - 1st degree near the Siekierkowska Expressway and within the limits of Zawady in Wilanów District, and
AREAS OF PLANNED DEVELOPMENT AND STRUCTURAL TRANSFORMATIONS

1. Plac Defilad [Parade Square]
2. Plac Piłsudskiego [Pilsudski Square]
3. Powiśle
4. Gdańsk Railroad Station area
5. Legia Stadium and the Czerniakowski Promontory
6. Port Praski
7. 10th Anniversary Stadium
8. Bielany Center (Marymont Station area)
9. Mokotów Center
10. Wschodni [Eastern] Railroad Station area and its environs
11. Kasprzaka-Wolska and Czyste-Odolany street area
12. Industrial Żoliborz
13. Siekierkowski Arc together with the Czerniakowskiego Lake area
14. Industrial Służewiec and Wyczółki
15. Okęcie Airport environs
16. Wilanowska Avenue and Skikorskiego Street area
17. Grochów Center
18. Industrial Targówek and Kawęczyn
19. Ursus-Skórzsze and Czechowice
20. Ursus Mechanical Works
21. Lucchini Steel Mill area
22. Żerański area
23. Port Żeranisko
24. Białolecka Center (New Tarchomin)
25. Nowodwory
26. Annopol
27. Fort Bema
28. Salomea
29. Wiktoryn
30. Tarchomin Fabryczny
31. No. 37 Świderska Street House Factory property
32. Eastern Białoleka, inclusive of a local center
33. Dąbrowa Grzybowska and Białoleka Dworska
34. Wawer, riverside land belt
35. Zbójna Góra, Wiśniowa Góra, and Aleksandrów
36. Zawady and Kępa Zawadowska
37. Western Wilanów together with the district center
38. Pyrskie Belt
39. Chrzanów
40. Radziów
41. Wawer Center and local centers
42. Wesoła-Groszówka
43. Rembertów Center
AREAS OF PLANNED DEVELOPMENT OF THE DOWNTOWN ZONE

1 Plac Defilad [Parade Square] – An area located in the strict center of the city and bounded by Marszałkowska, Świętokrzyska, Emili Plater streets and Jerozolimskie Avenue. Currently, the land around the Palace of Culture and Science Building (PKiN) is occupied by temporary buildings (a market hall and the Marcopol supermarket) as well as park vegetation on the Świętokrzyska Street side.

This will be an area concentrating service functions encompassing retail trading, administration, restaurants, financial, culture, and exhibition services, tourist services, hotels, and basic services for the population. Multifamily residential buildings shall provide a supplementary function. The development of a municipal square is planned on the axis of the main entrance into the Palace of Culture and Science Building. Buildings of downtown character are planned around the Palace of Culture and Science Building. All activities on this land require design and investment coordination.

Prerequisite to the planned development of this area is the modernization and rebuilding of engineering and transportation infrastructure that shall take place in line with principles and conditions as defined in the local spatial development plan.

2 Plac Piłsudskiego [Piłsudski Square] – The area of planned actions shall be the western front of the square, which will be the site of the rebuilding of the Saxon Palace and the Bruhl Palace as well as the development of the corner of Królewska Street. Due to the cultural-historical, symbolic, and representational importance of this square, the rebuilt buildings shall house public functions in the realm of culture and administration. Other functions may be added (hotels, tourist services), where commercial services are excluded from the area of the Tomb of the Unknown Soldier.

The area is equipped in engineering and transportation infrastructure networks and equipment.

3 Powiśle: Copernicus Scientific Center – This is a belt of land along the Wlishostra Expressway tunnel between the University Library and the Vistula River. Development of this area must be subject to the principles of protection of the city panorama and conditions related to the development of the Vistula river valley. Projects related to science and culture have received priority.

The area is equipped in engineering and transportation infrastructure networks and equipment.

4 Gdańsk Railroad Station Area – This area is located on the borderline between two districts – Śródmieście [Downtown] and Żoliborz – between Stawki, Stomilskiego, Andersa, Mickiewicza, and Polielsuszki streets. A railroad line runs through the center of the area. The Warsaw-Gdańska Railroad Station is active on the downtown side. On the Żoliborz side, the area is adjacent to residential buildings. To the west, the area borders with the Arkadia retail-service center. In light of the fact that this area serves as an important transportation node (railroad, subway, tramway, and busses) it is identified for center-generating functions with a rich program of services (hotels, retail trade, administration, finance, culture, and tourism) as well as residential buildings.

Due to the introduction of such a rich service program it is necessary to transform the existing road system as well as develop a transfer node in order to improve the efficiency of transportation services.

5 Legia Stadium and the Czerniakowski Promontory – This area is located in the neighborhood of existing green areas – Łazienkowski Park, the Botanical Gardens, and Ujazdowski Park, as well as the Torwar Sport Complex. It encompasses the grounds of the Legia Central Military Sport Club and the Czerniakowski Promontory. Present development, the environs, and convenient transportation links predestine this area for the development of sporting and recreational services. The expansion and modernization of the Legia sport complex is planned.

This area is equipped in engineering and transportation infrastructure networks and equipment. Increased power demand shall require the commissioning of the RZP Łazienki power substation. Also vital is the execution of studies and analyses of the feasibility of providing mass transit services for the area.

6 Port Praski – This area is located on the Praga side of the river between the Szczeciński Boulevard and Sokola and Kłopotowicki streets around the port basins. For the most part it is undeveloped with undeveloped vegetation and temporary buildings of warehousing and storage character.

The northeastern part is occupied by residential buildings with retail services. New service and residential buildings are planned around the port basins, while simultaneously taking into account the landscape and nature values of the land. Recreational and leisure green areas are envisioned for the remainder of the area, with the possibility of facilities for sport.

Servicing the new investment land will involve the building of secondary technical infrastructure networks. Growth in demand for electrical energy in the Port Praski and 10th Anniversary Stadium area will require the building of the RZP Port power substation as well as the RPZ Powiśle, RPZ Port, RPZ Kamionek, and RPZ Wschodnia 110 kV cable. Proper mass transit services will be provided by the planned southern variant of the No. II subway line with a transfer node in the area of the Warsaw-Stadium railroad stop in the future.

7 10th Anniversary Stadium – This area is located between Ks. Poniatowskiego and Zieleniecka avenues, the railroad tracks, and Wal Miedzeszyński Boulevard. The existing 10th Anniversary Stadium, its ancillary facilities, and greenery have been used as a retail trading ground for over a dozen years – Jarmark Europa [Europe Fair]. The stadium grounds are earmarked for sport functions and services as well as park and recreational vegetation. Next to the Warsaw-Stadium stop on the trunk railroad line, planned development encompasses central functions as a continuation of the development in the area of the Wschodni [Eastern] Railroad Station and Port Praski.

This area is equipped in engineering and transportation infrastructure networks and equipment. Mass public transit services shall be guarantied by the planned construction of the southern variant of the No. II subway line as well as the No. III subway line.

8 Bielany Center (Marymont Station Area) – This area is located around the Home Army Expressway and Słowackiego Street interchange. The location as well as the potential for guaranteeing for convenient transit links (subway, tramway, bus) indicate this area for a service center serving the district and supporting the downtown zone. The program for the center includes public services in the realm of retail trade, culture, restaurants, administration, as well as education and health. Existing green areas should be utilized in developing the area. The maintaining of the function of suburban transit station as well as
AREAS OF PLANNED DEVELOPMENT AND STRUCTURAL TRANSFORMATIONS

Implementation of a Park’n’Ride parking lot is assumed. Residential buildings should serve a supplementary function. Work is presently underway on the No. 1 subway line with the Marymont station. Also being planned is the building of a strategic Park’n’Ride system parking lot.

The area is equipped in basic utilities as well as engineering and transportation infrastructure facilities; construction of the RPZ Marymont power substation is a target plan.

9 Mokotów Center – This area is located in the region of the Wilanowska subway station as well as the Puławskie Street and Niepodległości and Wilanowska avenues transportation node. Location as well as the possibility for guarantying convenient transit solutions (subway, tramway, bus) have indicated this region as the future district center. Most of the center program shall be devoted to service functions in the field of retail trade, economic management, finance, administration, culture, tourism, etc. Residential buildings should supplement these functions.

This area is equipped in engineering and transportation infrastructure networks and equipment. The startup of new investment projects in Mokotów center and Pod Skoziącą requires the building of a new power substation – RPZ Wierzbno – and a sewage main in Wilanowska Avenue. Improved transportation efficiency in this area shall occur upon construction of a collision-free Puławskie Street and Niepodległości and Wilanowska avenue intersection.

10 Wschodni [Eastern] Railroad Station Area and Its Environments – This area is located along Targowa Street as well as the surroundings of the Eastern Railroad Station, in the neighborhood of the Port Praski and the 10th Anniversary Stadium. It requires intensification of development, ordering, and rebuilding. What is indicated is the maintenance of the multifunctional character of development with the participation of housing and service functions as well as the introduction of retail and office space. The putting in order of development necessitate the liquidation of annex buildings and the introduction of retail, trade, and restaurant facilities. Residential buildings should supplement the leading service functions of the area.

This area is provided with basic networks and engineering and transportation infrastructure networks.

11 Kasprzaka-Wolska and Czyste-Osoblany Street Area – This area is located south of the Kasprzaka and Wolska street route and extends all the way to the PKP railroad land, as well as from Towarowa Street to the limits of Wola District. Presently this is the site of manufacturing facilities, depots, warehouses, and storage areas. Office facilities have been built along Kasprzaka Street. This area also has residential buildings and public services (Wola Hospital, Mother and Child Institute). This area requires intensification of development and transformation maintaining the multifunctional character of the municipal tissue where the leading functions are housing and services. The eastern part of the area (from Towarowa Street to Bryłowskiej Street) may be considered as the site of a convention-spectacle center with office, hotel, retail trade, and restaurant facilities. Residential buildings should supplement the leading service functions of the area.

This area is provided with basic networks and engineering and transportation infrastructure networks.

12 Industrial Żoliborz – This area is located in the districts of Wola and Żoliborz. It is on both sides of Powązkowska Street from Zgrupowania AK Radosław Circle (formerly Babki Circle) to Krasinkiego Street. It borders with the Powązkowski and Military cemeteries in its southwestern part. Manufacturing facilities, transportation depots, warehouses, and storage areas are located in the vicinity of the cemeteries. A large portion of the land consists of derelict municipal land and degraded post-industrial areas. The whole requires rebuilding and transformation. The development of service and housing functions is planned.

The area requires supplementing with engineering and transportation infrastructure networks and equipment.

AREAS OF PLANNED DEVELOPMENT OF THE URBAN ZONE

13 Siekierkowski Arc together with the Czerniakowskiego Lake area – This area is located on both sides of the Siekierkowski Expressway from the Vistula riverbank to Czerniakowska-bis Street, Housing, workshops, and warehouses are located in the northern part, next to garden allotments and the Building Exhibition-Trading Center. The bulk of land in the southern section is agricultural and derelict. The area has no developed road network and is, for the most part, deprived of water, sewage, heating, and electrical networks. It is one of the few major areas free of buildings to be found in the urban zone. The spatial structure, location of the area, and convenient access to transportation (Czerniakowska Street, Sikorskiego Avenue, and the Siekierkowska Expressway) serve as undeniable advantages allowing the creation of a major, contemporary urban complex. Moreover, close proximity of source facilities and mains provide potential for utility supply and make this area attractive for investments. Development should be in the form of organized investment activities. Service and residential functions are planned here with a significant share of green areas. One possibility would be the creation in this area of a technology park grouping institutions with a scientific profile – i.e. research institutes and laboratories – connected with programs for implementing new technologies. Another possible option would be the creation of an Olympic Center.

The building of Czerniakowska-bis Street as well as the extending of Barycka Street towards the south is planned to serve the development area of the Siekierkowski Arc. The building of the Na Zaporze Expressway – the connecting of Czerniakowska Street and Patriotów Street in Wawer – is planned in order to reinforce relations with the Praga section of the city. Also necessary is the conducting of feasibility studies and analyses regarding the potential for guarantying transit services for the area by rail.

This land requires several infrastructural investments. The building of a water main in Nehru Street, a combined gravity and forced distributive sewage system leading effluent to a main and subsequently to the Poludnie [South] Sewage Treatment Plant, a heating network, a high pressure gas main with a reduction-metering station, and the target RPZ Wolica power substation are planned.

14 Industrial Służewiec and Wyczółki – This area is located to the south of Wronońska Street and east of the Radom railroad line. A part of the old industrial facilities have already been converted into office buildings forming an area of job concentration – a business park. Assumed is the continuation of current directions in the transformation of this area. The supplementing of these functions with facilities catering to housing, retail trade, restaurants, education, and science is possible on isolated service areas.
This area is located within range of engineering and transportation infrastructure networks and equipment.

15 Okcie Airport Environs – Two areas are adjacent to the airport. One consists of land located south of Okcie Airport, the second is made up of land between the Radom railroad line and Zwirki i Wigury Avenue. A large part of the area is occupied by garden allotments, while the rest consists of temporary warehousing facilities and municipal derelict land. In the future, this area shall be very well connected with the city center and external areas in terms of transportation. The incorporation of the airport terminal into a Rapid Municipal Rail system – through the Radom line – is also planned. Road connections shall be guaranteed for this area thanks to the interchange of the Warsaw Southern Bypass, the N-5 Expressway, and the Aleksandra-Wolica Expressway. Good transportation and the close proximity of the airport create potential for the siting of exhibition functions, technological parks, or logistics centers.

16 Wilanowska Avenue and Sikorskiego Street Area – This area is located between Sikorskiego Street, Wilanowska Avenue, Beethovena Street, and the Warsaw Escarpment. Presently, this is the site of derelict land, temporary workshops, and used car lots. An important element of the existing state is Fort Pilsudskiego, the complex of garden allotments, the Stegny Sport Complex, and the head office of the STOEN Capital City Power Company with a power switching station. To the west, the area is adjacent to a complex of single-family houses, the Arkadia and Krokilarnia parks, and the Warszawianka sporting facilities. This is one of the largest undeveloped land areas within range of all utilities and perfect transportation connections with the city center and the right bank sections (the Wislostrada and Siekierkowska expressways). As a result of good transportation links as well as location, what is indicated is residential functions as well as services of public character, including sport services. In developing this area, it is necessary to take into account height restrictions in connection with the neighboring Warsaw Escarpment as well as a significant share of park vegetation, especially in the sub-escarpment region.

Servicing this new investment land will involve the building of secondary technical infrastructure networks as well as the target RPZ Wierzbno power substation. The standard of public transit services is guaranteed by the existing subway line (with Wilanowska Station), the Puławska Street tramway, and the planned building of a tramway line along Sobieskiego Street.

17 Grochów Center – This area is located around the Wiatraczna Circle transportation node. The existing service center is earmarked for reinforcing through a supplementary service and residential program.

This area is provided with engineering and transportation infrastructure networks and equipment. A target plan involves the building of the RPZ Kamionek power substation. Also planned is the building of the No. II subway line with its station in the vicinity of the circle.

18 Industrial Targówek and Kawęczyn – This area is located between the railroad line to Wolomin and Tuszcz and the line running in the direction of Sulejówek. Presently, this is the site of manufacturing facilities, research and development centers, workshops, depots, storage areas, and enclaves of residential buildings and garden allotments. Part of the land consists of derelict municipal land and degraded post-industrial land. The Communal Solid Waster Treatment Plant is located on the edge of the area on Swarzow Street. The whole area requires ordering and rebuilding as well as intensification of development while maintaining production and service functions. A multimodal freight traffic service center is planned within the framework of transformation of degraded areas. The possibility of locating an exhibition-trading center or a technology park on this site should be analyzed.

This area requires the supplementing of engineering and transportation infrastructure networks and equipment. Special attention should be paid to the design and finishing of post-industrial structures and the installation of equipment. Engineering and technical infrastructure networks and equipment require upgrading. A target plan for constructing the RPZ Zacisze power substation is also planned. Also planned is the building of the No. II subway line, the Puławska Street (with Wilanowska Station), the Puławska Street tramway, and the planned building of a tramway line along Sobieskiego Street.

19 Ursus-Skorosze and Czechowice – This is an agricultural area located on the western side of Jeruzolimskie Avenue. Service functions are planned for the land along the route, while further parts shall continue with development of residential buildings with services.

This area requires the supplementing of engineering and transportation infrastructure networks and equipment.

20 Ursus Mechanical Works – The northwestern part of the land area, occupied by the former Ursus Mechanical Works, is developed in a make-shift way. Part of the land is taken up by unfinished hall structures, some consist of warehousing facilities. The whole area requires ordering and rebuilding and well as intensification of development. Assumed functions are services and housing, where manufacturing-services are to remain in a section. The potential for optimum use and activation of this area is created by the locating of an exhibition center or a technology park here.

This area requires the supplementing of engineering and road infrastructure networks and equipment. The building of a secondary water network based on the 400 mm [15.7 in.] diameter main in Warszawska Street and the distributed sewage network leading sewage effluent to the C collector main and precipitation water to the Konotopa Canal is assumed. Intensification of development in the Ursus Mechanical Works area requires the execution of vital road investments – Nowo-Lazurowa and Ortlow Piastowskich streets.

21 Lucchini Steel Mill Area – This area is located west of Pulkowa Street, between Noznickiego and Wójcickiego streets. It is very conveniently located with respect to transportation services – near the interchange of the Wislostrada Expressway and the planned Northern Bridge Expressway, and near the terminal station of the subway. Part of the land of the former Huta Warszawa Steel Mill is utilized by the Lucchini Steel Mill. There are residential buildings in the area of Pulkowa street where the remainder consists of derelict municipal land, depots, and storage areas. The whole area requires rebuilding and transformation. What is planned here is the development of service functions of center-genic character and significant intensity of investment. Worth analyzing is the possibility of locating an exhibition-fair center or a technology park with office, hotel, retail, and restaurant facilities here within the framework of the transformation of post-industrial land. The existing housing near Pulkowa Street is earmarked for adaptation and supplementing. A service center should be created in the area of the terminal station of the No. 1 subway line and transfer node.

The area requires supplementing of engineering and road network and equipment infrastructure.

22 Żerań Area – This area is located north of the Stefan Starzyński Expressway and west of the railroad line to
AREAS OF PLANNED DEVELOPMENT AND STRUCTURAL TRANSFORMATIONS

23 Port Żerański – This area is located around the basins of the Żerański Port, north of the Home Army Expressway, between the railroad line leading to Legionowo and Modlińska Street. Most of the area is unordered with undeveloped vegetation and dispersed building construction, most of which is in poor technical condition. The area is predestined to be the site of services in the realm of sport and recreation as well as exhibition and convention facilities supplemented by hotels and restaurants. The Żerański Canal – a waterway leading to Lake Zegrzyński – should be utilized in developing this area.

The area requires supplementing of engineering and road infrastructure networks and equipment. This is especially true of the sewage network, which requires the building of a distributive municipal network leading sewage effluent to the existing main in Jagiellońska Street and precipitation waters to the Żerański Canal.

The area requires supplementing of engineering and road infrastructure networks and equipment. This is especially true of the sewage network, which requires the building of a distributive municipal network leading sewage effluent to the existing main in Jagiellońska Street and precipitation waters to the Żerański Canal.

24 Białolecka Center (New Tarchomin) – This area is located north of the Northern Bridge Expressway and west of Modlińska Street. It is limited by Obrazkowa, Światowida, and Mysliborska streets. The district city hall is located on a site in this area, another part is occupied by residential buildings, while the rest of the land remains undeveloped. The location, with its potential for guaranteeing convenient transportation links in the future (the Northern Bridge Expressway and the Vilistulan Route) as well as access to infrastructure, predispose it as the site of a district service center with a program of public services encompassing trade, culture, education, and restaurants. The shaping of a system of local public spaces should be kept in mind in developing a concept for development of this area. Residential buildings should serve to supplement these functions.

25 Nowodwory – The Nowodwory and Winnica housing estates are located west of Modlińska Street and north of the planned Northern Bridge Expressway. The area encompasses complexes of single-family and multifamily housing. What is assumed is a continuation of residential building development supplemented by housing estate services in the realm of public services and vegetation. This area is within range of engineering and transportation infrastructure. Further growth in demand for electricity will require the building of a new power substation – RPZ Nowodwory. In addition to undertaking such road projects as the Northern Bridge Expressway and the Vilistulan Route, intensification of building in this area necessitates the guarantying of rail transit services. The building of a tramway line linking the Młociny node with the Nowodwory and Winnica housing estates is planned.

26 Anopol – This area is located on the north side of the Home Army Expressway. This location as well as the potential for providing convenient transportation connections creates conditions for the location of service functions. This will make possible the creation of a barrier protecting built-up housing areas from the annoyance of the expressway.

The area is equipped in engineering and transportation infrastructure networks and equipment.

27 Fort Bema – This area is located between Księcia Bolesława Street, the Home Army Expressway, and Obrońców Tobruku and Powązkowska street. Housing estates stand on the land surrounding the fort, while sport and recreational functions as well as culture, exhibitions, and restaurants are planned for the fort grounds and its foregrounds.

28 Salomea – The Opacz and Salomea housing estates are located south of Łopuszariska Street between Jerzolimskie and Krakowska avenues. A major problem facing this area is the annoyance of noise generated by Okęcie Airport. Presently, this is the site of dispersed single-family housing as well as transportation depots and warehouse and storage facilities. Upon completion of the Southern Bridge Expressway, this area will be provided with good connections with suburban regions. Transportation links in this area and the environs of the airport create the possibility of locating service functions here, including technology parks and logistics centers. The maintaining and supplementing of residential buildings is assumed along the WKD railroad line in the area of Jutrzenki, Działkowej, Modlarnej, and Serwituty streets.

This area requires supplementing of engineering and road infrastructure networks and equipment.

29 Wiktoryn – This area is located on both sides of Jerzolimskie Avenue between Wólczarszewska and Kleszczowa streets. Large surface area retail facilities are located in the vicinity of Popularnna Street, while the Floryda multifamily housing estate is located near Kleszczowa Street. The entire area requires ordering and supplementing the building tissue with service functions. This area is equipped in engineering and transportation infrastructure networks and equipment.

30 Tarchomin Fabryczny – This area is located south of the Northern Bridge Expressway and north of the Home Army Expressway, between Marywska and Białolecka street. The northern part is the site of the former Faelbet factory, while the southern part is the location of dispersed industrial warehousing facilities. The whole area requires ordering and rebuilding as well as intensification of development. What is envisaged is the maintenance of production-warehousing functions supplemented by office functions and other services. The placement of a technology park here creates the possibility for optimum utilization and activation of this area.

31 No. 37 Świderska Street House Factory Property – This is a degraded post-industrial area that should be transformed to provide service functions, with priority given to the establishing of an exhibition-fair center here.

AREAS OF PLANNED DEVELOPMENT OF THE SUBURBAN ZONE

32 Eastern Białoleka, inclusive of a local center – This area is located east of Białolecka Street. It mainly consists of agricultural land with dispersed residential buildings in the Samocin, Tomaszew, Marki, Wojdy, Kobiałka, Ruskowy Bród, Augustów, Drawa, Lewandów, Grodzisk, Augustów, Białoleka Wieś, and Bieczny housing estates. The area is earmarked for the development of housing and services of low intensity. Half of the area is encompassed by provisions of local plans in force. The creation of a local service center is envisaged in the area of Ostrożda Street, south of...
33 Dąbrówka Grzybowska and Białołęka Dworska – This area is located north of the planned Northern Bridge Expressway and east of the Legionowo railroad line. It is the site of dispersed single-family housing complexes and forest land with its prewar subdivision into lots. What is planned is the supplementing of the residential buildings and the ordering of the spatial structure of the housing estates. Production and service functions are assumed in the direction of the planned Northern Bridge Expressway. The area is limited from the north by Górczewo and Southern Bridge expressways. Engineering and road infrastructure must be supplemented for the proper conducting of investment processes. Expansion of the water mains and distribution pipelines is vital, as is the building of a sewage network, inclusive of the W main, which transports effluent from Patriotów Street to the main in Bora-Komorowskiego Street, the expansion of the gas network, and the building of new power substations – RPZ Miedzyczyzn and RPZ Falenica.

35 Zbójna Góra, Wiśniowa Góra, and Aleksandrów – These three areas are located in the Wawer forest belt. The lots, encompassed by a prewar building subdivision of Zbójna Góra, Wiśniowa Góra, and Aleksandrów and forested after 1950, have enclaves of residential buildings. What is planned is the supplementing of the residential buildings and the ordering of the existing spatial structure of the housing estates. Due to the forested character of the area, increasing the standard size of building lots and low building intensity is planned.

36 Zawady and Kępa Zawadowska – This complex of land is located in the southeastern part of Wilanów. It is designated for the development of residential and service functions of low intensity. Part of the area is encompassed by the provisions of local plans in force. A local center – reinforcing the district center – is planned at the intersection of Vogla and Słata streets.

37 Western Wilanów together with the district center – This area is limited by the foot of the Warsaw Escarpment to the west, Wilanowska Avenue to the north, Przyzwołkowska and Zastruże streets to the east, and the city limits to the south. The exposure of the area’s location and its ties with the historical large-scale Wilanów complex calls for a special approach to its development. The Mieściączko Wilanów project – an all-encompassing urban layout – encompasses the northern region, including the axes of the Wilanów complex. A part of that layout is a design coupled with the construction of the district center. Housing and service functions of low intensity are planned for the land located in the southern section.

38 Pyrskie Belt – This area is limited from the north by Poleczki Street, from the east by Poloneza and Fabiarska streets, and from the south and west by the city limits. In light of restrictions connected with the operation of Okęcie Airport, the southern section of this area is earmarked for extensive forms of housing and services. The Wyczółek region, encompassing the northern part of the area, is designated for production and service functions. Transportation links for the area are guarantied by the railroad line and Warsaw’s Southern Bypass Route. That, together with the close proximity of the airport create potential for the locating of exhibition functions, technology parks, or logistic centers here.

39 Chrzanów – This area is limited from the north by Górczewskie, from the east by Lazurowa Street, from the south by the railroad line, and from the west by the city limits. The 220/110 kV Mory power substation is in operation on land located between the railroad line and Polczyńska Street. It is linked with the Kozenice, Konin, and Pignów power plants and the Milosza 400/220/110 kV power substation. It is one of the basic elements linking the Warsaw Power Engineering Node (WWE) with the national grid. Agricultural land with dispersed buildings lying north of Polczyńska Street is a potential development reserve for Bernowo District. Housing and service functions of low intensity are planned here. The planned building of the No. II subway line with guaranty standard mass transit services.
This area requires supplementing of engineering and road infrastructure networks and equipment.

40 Radiowo — This area is limited from the west by the city limits and from the north by the extension of Wójcickiego Street, from the east by the planned N-S Expressway, and from the south by Arkuszowa Street. The area requires reconstruction and transformation. The development of service functions supplemented by housing is planned. Due to its peripheral location and proximity to the Kampinoski National Park, intensive forms of investment are not possible.

41 Wawer Center and Local Centers — The area of the functional center is planned around the Warsaw-Międzyłęsie train stop in the area of Patriotów, Zwoleńska, and Zegańska streets.

The train stops in Radość and Falenica have been identified as sites for the creation of local centers. The service center program assumes public services encompassing retail trade, culture, restaurants, administration, education, and health. Residential building should supplement these functions.

This area requires supplementing of engineering and road infrastructure networks and equipment.

42 Wesoła-Groszówka — This area is located in the Wawer Forest Belt and is limited by Wspólna, Niemcewicza, Zwirki, Prusa, and Narutowicza streets. Lots, encompassed by a prewar building subdivision and forested after 1950, have enclaves of single-family residential buildings. What is planned is the supplementing of the residential buildings and the ordering of the existing spatial structure of the housing estates. Due to the forested character of the area, increasing the standard size of building lots, requiring a minimum of 80 percent of the lot to be biologically active, and low building intensity is planned.

This area requires supplementing of engineering and road infrastructure networks and equipment.

43 Rembertów Center — The area of the planned functional center is in the vicinity of the train stop and Gen. Antoni Chruściel-Monter Street. The area is limited by Kordiana, Gąwędziały, Komandosów, and Cyrulków streets. The service center program assumes public services encompassing retail trade, culture, restaurants, administration, education, and health. Residential building should supplement these functions.

This area requires supplementing of engineering and road infrastructure networks and equipment.
AREAS OF PLANNED DEVELOPMENT AND STRUCTURAL TRANSFORMATION: EXAMPLES

New Center
Plac Defilad [Parade Square]
AREAS OF PLANNED DEVELOPMENT AND STRUCTURAL TRANSFORMATION: EXAMPLES

Transformation of post-railroad land
Kasprzaka and Wolska street area (Czyste – Odolany)

Residential buildings in the urban zone
Siekierkowski Arc

Manufacturing-service facilities
Industrial Targówek

Residential buildings in the urban and suburban zone
Western Wilanów/Zawady
AREAS OF PLANNED DEVELOPMENT AND STRUCTURAL TRANSFORMATION: EXAMPLES

Residential buildings in the suburban zone
Wawer: Vistula riverside belt

Post-industrial land transformation
Ursus Mechanical Works

Residential buildings in the suburban zone
Eastern Białołęka

Post-industrial land transformation
Lucchini Steel Mill area
AREAS OF PLANNED DEVELOPMENT AND STRUCTURAL TRANSFORMATION: EXAMPLES

District Center
Mokotów Center and the Pod Skocznia Park

District Center
Bielany Center

District Center
Grochowska Center

District Center
Praga Center – Port Praski and the stadium

District Center
Bielany Center