



STRATEGIC ACTION PLAN IN THE WARSAW FUNCTIONAL URBAN AREA

BROWNFIELDS:
KAMIONEK AND TARGÓWEK FABRYCZNY





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Introduction

Content and structure of the document

The Strategic Action Plan is an annex to the Agreement (Memorandum of Understanding), concluded between the main partners of the **GreenerSites project** - *Environmental Rehabilitation of Brownfield Sites in Central Europe*. It is a final document of the project regarding the part implemented by Mazovia Development Agency Plc (ARM SA), and co-financed by the European Union under Interreg Central Europe Programme.

The project, of an international nature, concerned the issue of restoring utility of degraded post-industrial areas within the Functional Urban Areas (FUAs). The Pilot Action regarded the following brownfield degraded areas of the Warsaw Functional Area (Warszawski Obszar Funkcjonalny, WOF):

- Kamionek post-industrial area,
- Targówek Fabryczny (Przemysłowy) post-industrial area.

The Pilot Activities allowed to gather and organise information regarding the pilot areas and to activate institutions, communities and people interested in their transformations. These activities have been summed up in the guidelines for further proceedings and possibilities of using the indicated areas for the needs of the social and economic development of the Warsaw Functional Area.

Due to the complexity of the task, concerning a wide range of issues and areas of competence, many participants must be involved. Therefore the Pilot Activities should be implemented in close co-operation with many stakeholders, of which the most important are:

- authorities of the Capital City of Warsaw,
- authorities of the Praga Południe and Targówek districts,
- Mazovia Development Agency Plc (ARM SA),
- local government units participating in the projects regarding WOF,
- infrastructure management units in the WOF area
- units organising social welfare tasks,
- owners and users of properties located in the post-industrial areas and in their surroundings,
- business organisations,
- non-governmental organisations dealing with social issues,
- residents, property owners, property potential users.

The Strategic Action Plan is to provide a platform for their co-operation and the fact of signing the Agreement is to confirm the will to do so. After signing, the Agreement is open for other participants interested in co-operation to restore the utility of degraded post-industrial areas in the Warsaw Functional Area.



Context of the Pilot Action

The Warsaw Functional Area (WOF) includes 40 local governments / municipalities, including the Capital City of Warsaw as the core area and 39 municipalities making up the WOF outer zone. This structure is varied, as it consists of the city with the powiat (county) rights (miasto na prawach powiatu, i.e. City of Warsaw), 14 urban municipalities (gmina miejska), 12 urban and rural municipalities (gmina wiejsko-miejska) and 13 rural communes (gmina wiejska). The WOF surface is 2,730.23 square kilometres with a total population of 2.7 million people, of which the Capital City of Warsaw counts 1.7 million inhabitants, and the outer zone approx. 1 million. The WOF is one of the largest urban functional areas in the country. The Capital City of Warsaw is its core.

The WOF area approved by a resolution of the Masovian Management Board in October 2014 on the grounds of the delimitation included Założenia Strategii Warszawskiego Obszaru Funkcjonalnego Zintegrowanych Inwestycji Terytorialnych (Strategy Principles of the Warsaw Area Functional Integrated Territorial Investments, ZIT). It is part of the Warsaw Functional Urban Area, defined in the document Kryteria delimitacji miejskich obszarów funkcjonalnych ośrodków wojewódzkich, MRR, luty 2013 (Criteria for the Delimitation of Functional Urban Areas of the Voivodeship Centres, MRR, Feb, 2013), as well as part of the Warsaw Metropolitan Area (Obszar Metropolitalny Warszawy), adopted by the Masovian Management Board in January 2006. Basically, the WOF is also comprised in the delimitation of the Urban Functional Area of the Voivodeship Centre (Miejski Obszar Funkcjonalny Ośrodka Wojewódzkiego, MOF OW) included in the draft regulations on determining the conditions of functional areas and their boundaries by the Ministry of Infrastructure and Development.

The degraded post-industrial areas in Warsaw include mostly industrial zones created at the turn of the 19th and 20th centuries and in the 1950s. Mostly these areas that no longer fulfil their original function. The existing building facilities have been significantly decapitalised. The degradation of the areas is related to the change in the industry structure and the collapse of land-consuming production branches, among others. In recent years the areas partly have been transformed and currently perform service, office, commercial and cultural functions.

The basis for identification of the post-industrial zones in the Capital City of Warsaw were planning and strategic documents. As they stated the post-industrial areas are unused or under-used, and in need of regeneration, spatial and functional transformation, which at the same time are crucial for the sustainable development of the whole city. The largest degraded grounds are:

- Żerań (Praga Północ and Białołęka),
- Huta Lucchini (Lucchini Ironworks, Bielany),
- Zakłady Mechaniczne 'Ursus' ('Ursus' Factory),
- Żoliborz Przemysłowy,
- Czyste and Odolany (Wola),
- Targówek Fabryczny (Przemysłowy),
- Służewiec Przemysłowy.

Considering the priorities of the Warsaw urban regeneration policy until 2022, two sub-areas of regeneration activities, located in the Praga Południe (Kamionek) and in Targówek (Targówek Fabryczny) districts, were selected for the Pilot Activities. This choice was also justified by the fact that for these areas activity directions have been already indicated and the financial resources from the local government budget provided.



Characteristics of the Kamionek area

Kamionek, the area located on the right bank of the Vistula River, in the north-western part of the Praga Południe district, stretching north from Grochowska Street, is a historic part of the district. It covers some post-industrial areas and related to them workers' housing estates. Urban layout and architecture, including houses and industrial buildings, are mainly from the 1930s. In the close neighbourhood there are railway areas and production facilities (to the west and north) as well as green areas of Skaryszewski Park and Jezioro Kamionkowskie (Lake Kamionkowskie), and residential areas (Goclaw, Grochów, Saska Kepa housing estates). The area is situated in the impact zone of flood risks caused the Vistula River. Kamionek lies also near the National Stadium (PGE National, Stadion Narodowy).

The ownership structure of the area is varied. The lands owned by the Capital City of Warsaw and the State Treasury have the largest share in the ownership structure.

The area is crossed by a network of provincial roads: no. 631, no. 637, no. 719, no. 801 and the National Road no. 2. In the immediate vicinity of the area there is railway and a train station (Warszawa Wschodnia), as well as smaller SKM and WKD train stations (Warszawa Stadion). In the analysed area there are large busy arteries such as Grochowska Street and Washington Alley. The connection with the left-bank Warsaw is provided by road bridges, including the Most Józefa Poniatowskiego, Most Łazienkowski, Most Świętokrzyski and two railway bridges.

The area has also an access to a waterway that is the Vistula River, running closely to the area. According to a project the Vistula is part of the international waterway E-40 from Gdańsk through Tczew, Warsaw and Brest to the Dnieper and the port of Odessa on the Black Sea - currently the navigable route has minimal economic functions (freight transport). In the immediate vicinity of the area there is a closed Port Praski (Praski Port).

The Vistula River causes flood risks in the area. On the right bank the entire Praga Południe district risks of flooding (with probability of $p = 0.1\%$). The area is protected by Wał Miedzeszyński (to the Poniatowski Bridge) and the central embankment along Szczecińskie and Helskie Wybrzeże (to the Gdańsk Bridge), counting 3.6 kilometres in total.

The industrial character of this area began to at the turn of the 19th and 20th centuries. In 1889 the Kamionek settlement was incorporated in the administrative borders of Warsaw. Important reason for the industrial plant location in the area was, among others, the proximate junction railway station - Dworzec Terespolski (now Dworzec Wschodni), the development of a railway network (railway from Lublin to Mława) as well as low prices and availability of land. In the early 1800s the nearby settlement, Grochów, also became an important industrial area. In that area several plants were also located: factories producing candles, soap, matches, beer and champagne, as well as a dye plant and a steam laundry.

In the interwar period Kamionek changed into a large industrial district (14% of total employment - the third largest industrial area as for employment in Warsaw). At the same time new housing estates were built in the area, among others, by Towarzystwa Osiedli Robotniczych (Workers' Housing Societies) at Podskarbińska Street. In 1920 Jan Wedel chose the Kamionek area, at the shore of Lake Kamionkowskie, for his chocolate factory, which previously had been situated in the centrally located Śródmieście district. In 1938 in Kamionek there were 42 factories, mainly of metal industry (90% of total employment in the Praga Południe district),



such as the 'Szpotański' electrical apparatus factory, the 'Bracia Borkowscy' electrical factory, the State Television and Radio Engineering Plant, a car and van factory and the 'Rygawar' rubber product factory. The defence industry included the 'Pocisk' ammunition plant and the 'Perun' welding equipment factory, among others.

The post-war development of the area was related to the development of the existing factories and the construction of new plants such as: a printing house at Mińska Street or the 'ZWUT' telephony equipment factory at Żupnicza Street, the 'Cora' clothing factory, the communication equipment factory or the 'Naukowo-Techniczna' printing house.

In Kamionek there is Lake Kamionkowskie (in Skaryszewski Park) and Kanał Wystawowy (Channel Wystawowy). Lake Kamionkowskie is a preserved section of the old Vistula riverbed, approx. 800 metres long and covering approx. 0,08 square kilometre (former backwater between the Vistula and Skaryszewski Park). It is located on the Praga terrace with embankments. The lake is connected with Lake Goćławskie by Channel Wystawowy. The north Prague terrace is high (from 3 to 5 metres), the other banks are low. The eastern bank is covered by marshy vegetation. Until the early 1900s Lake Kamionkowskie had a direct connection with the Vistula. Currently, the modified western section is the Port Praski separated from the river.

The most important resources of the area and its vicinity include the Vistula River valley and Skaryszewski Park together with the Kamionkowskie Błonia Elekcyjne area. Kamionek is related to the Obszar Natura 2000 - Dolina Środkowej Wisły (Nature 2000 Area - Valley of the Central Vistula). Important elements of these are Skaryszewski Park, green areas around the PGE National Stadium as well as green areas located in Port Praski. They are very important for the city natural system and the potential biological improvement of the urban areas in the Vistula valley. The area is also in a possession of other forms of nature protection, including natural monuments. The Lake Kamionkowskie region and some green areas have been recognised as representing supra-regional natural and landscape values.

Along the main roads in the Kamionek area there is high air pollution (linear emission). The area is also marked by a higher than permissible level of particulate matter (PM10) - surface emission. Kamionek is located in a highly urbanised zone, with high intensity of old buildings, in which the so-called 'low-stack emission' phenomenon occurs due to individual house heating with solid fuels.

Social and economic sphere

The social and economic changes taken place in the 1990s resulted in the closure of many factories. Some of them were transformed and adapted to new social and economic functions. The liquidation of the factories in Kamionek resulted in the decreased number of jobs. Unemployment has become the greatest social problem in the area.

The social and economic situation of the area should be viewed in the context of the whole district (Praga Południe) due to the fact that there are no permanent residents in the post-industrial areas. Though these areas are uninhabited, functionally they are quite strongly linked to the former workers' housing estates.



A demographic potential of the Praga Południe district is significant. It is one of the largest districts as far as population is concerned, inhabited by 178,300 people in 2014. In 2016 the area was reported as having the lowest population growth but at the same time one of the highest population density of all districts in Warsaw (7,970 people per square kilometre according to Statistics Poland, 2016). In 2009-2013 the number of the district permanent residents fell (by 6.8% compared to 2009). The largest group of residents are adults of working age.

In 2013 the population of Kamionek reached 14,139 inhabitants, which was 7.93% of the whole Praga Południe population. The population density in the analysed sub-area was 161 persons per hectare and was almost five times higher than the population density of Warsaw. The largest group of sub-area residents were people from 20 to 65 years old (67.39% of the sub-area population). People over of 65 years old constituted 13.73% of the total population. Kamionek is inhabited the Roma community (50 people) and 26 Vietnamese persons.

In 2014 Praga Południe had the highest unemployment rate, i.e. 11.8% of the total unemployed in Warsaw. Recently unemployment has fallen - in 2014 5,764 persons were unemployed, in 2015 - 4,803, and in 2016 - 4,349. In Praga Południe most of unemployed people are between 25 and 34 years old and their number increases. The largest group of the unemployed were people with higher education. Given the unemployment duration, the number of people unemployed for more than 24 months have been increasing on annual basis.

As for Kamionek in 2012 the long-term unemployment phenomenon affected 222 people, i.e. 10% of the long-term unemployed in the district which is more than 45% of all unemployed in the crisis area in the Praga Południe district. In the Kamionek sub-area one observes an increase of the unemployed (in 2010 there were 215 unemployed, in 2011 - 275, in 2012 - 381, and in 2013 - 580).

In 2014 in Praga Południe there were 35,256 registered business entities, mainly private ones. The enterprise structure was dominated by entities operating in the following sectors: trade; vehicles reparation (8,590), professional, scientific and technical activities (5,646), construction (2,604), industry (2,431), information and communication (2,381), manufacturing (2,313), transport and warehousing (2,193), real estate market services (2,112) and others.

Characteristics of the Targówek Fabryczny area

Targówek Fabryczny (Przemysłowy) is located in the south-eastern part of the Targówek district. Together with Targówek Miekszaniowy area it creates the priority regeneration sub-area of the Targówek district. The area is divided by Radzymińska Street and grounds belonging to the railway. Currently manufacturing facilities, research and development centres, workshops, warehouses, depots as well as enclaves of housing and allotment gardens are present there. The area partly consists of brownfields and degraded post-industrial sites. These sites became degraded because of the change of the industrial structure and the collapse of land-consuming industries. In the immediate vicinity there are residential areas.



The ownership structure in Targówek Fabryczny is varied. The lands owned by the Capital City of Warsaw and the State Treasury have the largest share in the ownership structure. Lands / plots along Zabraniecka Street are in the process of the ownership changes.

Next to the area runs the provincial road no. 634, which is also the main traffic axis, dividing the district into two different functional parts. The road joins the National Road no. 8, at the border of Targówek and Białołęka. The main sub-area axis is Księża Ziemowita Street. The area of Targówek Fabryczny is also crossed by a railway network. The current road and rail system causes the district isolation.

Since the 1800s Targówek Fabryczny was full of workers' housing estates, factories and suburban farms, the remains of which can be still seen today. The industrial character of the area is also recalled by the names of streets, such as Siarczana (Sulfates), Chemiczna (Chemical) or Hutnicza (Metallurgical) Streets. Initially, Targówek Fabryczny was mainly used for railway depots. During the Polish People's Republic period this part of city was dedicated to industrial development. For this purpose a large part of houses were demolished and many residents displaced. In the 1950s many factories were built: the Warszawskie Zakłady Telewizyjne (Warsaw TV Factory), the PKS bus depot and the CPN petrol station. Unfortunately, the plants and facilities have not survived political changes. Currently, these areas are among the most deprived in the whole of Warsaw. They are typical brownfields, as they largely lost their original functions due to a long under-investment. The area also witnesses the progressing degradation of housing. After the political transformation then the Municipality of Warsaw Targówek took some actions to change the character of the district and improve the investment process. The district managed to attract a few large investors. Despite that Targówek remains a dysfunctional area.

For almost 200 years the Targówek Fabryczny landscape was characterised by two features: factories and railway, forming a specific railway and industrial landscape. Small and large factories had connections to railway sidings that were extended from the main railway lines.

The area lacks surface water. In the immediate vicinity of the area lies Kanał Bródnowski (Bródnowski Channel), next to which a large part of the area was occupied by swamps and wetlands. The land drying process of started before the war. Currently, there are still places not accessible after heavy rains. The area is partly characterised by poor building conditions and recent embankment constructions. The strongly chemically degraded soils can be found in some places (Kawęczyn area).

Targówek is a region with the highest level of surface emission. The main source of air pollution in the analysed area is transport, as in the rest of Warsaw. The largest concentration of dust and gas pollutants occurs near the busiest traffic arteries (Księża Ziemowita Street). In the vicinity of the area there are main local air pollution sources: heat and power plants using coal, oil and mazut (Żerań, Kawęczyn), as well as operating industrial factories with the so called technology sources. Targówek Fabryczny is also a poorly ventilated area resulting in the pollutant concentration of in this part of the city. Targówek, especially its western part, is part of the Warsaw heat island.

For a long time Targówek Frabryczny was regarded as an area lacking of greenery. The main form of the local green areas are green squares and allotment gardens. The area borders on the green areas of the old Jewish cemetery and the Bródnowski Catholic Cemetery.



The area is characterised by a low quality and land use insensitivity. The land use structure shows the dominance of built-up urban areas (71% of the district surface), a significant share of agricultural land (20, 5%) and some forest or areas covered with trees and shrubs (8%).

The structure of built-up urban areas consists of residential areas (37%), transport areas (26.8%), other built-up areas (25.9%), industrial areas (8%), undeveloped urban areas (5.3%) and the smallest surface of recreational areas (2, 8%).

Social and economic sphere

In recent years, in the Targówek district a slight increase of inhabitants has been observed. In 2009 Targówek counted 123,200 residents, in 2010 - 123,500, in 2012 - 123,500, and in 2013 and 2014 - 123,700 people. The largest group of inhabitants were adults of working age (73,500 people).

The sub-area of Targówek Fabryczny, because of its character, is scarcely populated. Before 2012 the area was inhabited by 911 people in total - 135 adults of post-working age, 187 persons of pre-working age and 589 adults of working age. The sub-area population density was 35 persons per hectare, higher than the population density of Warsaw (33 persons per hectare). In 2012 adults of working age were 608 and in 2013 - 589, while the number of people of the not working age remained at a similar level (in 2012 - 319 persons, in 2013 - 322).

In the Targówek district the unemployment rate increased for some years (in 2010 there were 2,985 registered unemployed people, in 2011 - 3,171, in 2012 - 3,752, in 2013 - 4,267), but then, in 2014, it fell to 3,794 people. The largest group of the unemployed were people between 25 and 34 year old (1,100). In recent years, a steady increase of the unemployment of people from this age group can be observed (in 2010 there were 854 such persons, in 2011 - 875, in 2012 - 993). The largest unemployed group are people with post-secondary and secondary vocational education.

The Targówek Przemysłowy sub-area is inhabited by 65 unemployed people, of which 24 are long-term unemployed. Compared to 2010 the number of the unemployed persons in the area has increased almost five times.

Targówek Fabryczny notes an accumulation of social, economic and infrastructural problems. This is a dysfunctional area with a low activity of residents and entrepreneurs and a visible underinvestment. The Targówek statistics show one of the lowest rates of entrepreneurship measured by the number of entities per 1,000 persons. In 2014 this indicator amounted to 156 entities per 1,000 persons. In 2014 there were in total 19,317 registered entities in Targówek. The enterprise structure has been dominated by entities operating in the following sectors: trade, vehicle reparation (5,279), professional, scientific and technical activities (2,334), transport and warehousing (2,012), construction (1,883), industry (1,654), manufacturing (1,520) and information and communication (1,044).



Undertaken Actions

The presence of large post-industrial areas, including degraded areas, is a significant problem. Their transformations to date have not been subject to in-depth co-ordinated actions, as they were usually spontaneous, performed without analysing mutual relations or connections with the external system.

Kamionek and Targówek Fabryczny have been included in Zintegrowany Program Rewitalizacji m.st. Warszawy (Integrated Regeneration Programme of the Capital City of Warsaw, ZPR) as the priority sub-areas designed for the urban regeneration activities. Both areas have been identified as the key areas for the urban regeneration projects. The planned activities are to develop and increase the attractiveness of the crisis areas (Kamionek, Targówek Fabryczny) for residents and investors, by preparing existing brownfields for different new functions (economic, residential and recreational) and to reduce their negative impact on the environment. The programme is to focus on activities around local centres. It identifies the following four main objectives:

1. social and economic recovery, improvement of the quality of public spaces and the environment in accordance with the requirements of low-carbon economy,
2. development of tourism, culture and sport on the basis of local identity and cultural heritage,
3. preventing and combating social exclusion,
4. increasing the activity of citizens and their participation in various areas of the city.

Kamionek area

The Kamionek brownfield is quite well covered with the local zoning plans (miejscowe plany zagospodarowania przestrzennego, mpzp), i.e. the region of the Dworzec Wschodni (Wschodni Railway Station), the area of Grochowska Street between Lubelska, and Kaleńska as well as Modrzewiowa Streets, the area of Rondo Wiatraczna, part I and II.

The zoning plan for the region of Dworzec Wschodni introduces, among others, the ban on facilities and equipment, which may exceed permissible environmental standards, as well as on the supply of the existing buildings with heat from individual solid fuel boilers. It also indicates historic urban layouts and buildings subject to conservation protection.

The plan for the Grochowska Street region between Lubelska and Kaleńska as well as Modrzewiowa Streets determines, among others, the line of the upper terrace as the border of the protected area. In the area covered with the local zoning plan it is prohibited to locate investments particularly harmful to the environment and investments that may worsen its condition, such as industrial facilities, warehouses, storage facilities, as well as facilities and equipment whose nuisance go beyond the its location and temporary forms of land development and use. The plan indicates the historic complexes under legal and conservation protection within its boundaries. Moreover, the plan recommends systematic efforts to unblock land occupied by nuisance plants, temporary bases, depots and warehouses as well as technically worn out residential buildings, outbuildings and farm buildings and use it for residential housing purposes.



Many various activities have recently been realised in the Kamionek post-industrial area, including the following regeneration projects: the Lubelska 30/32 centre, Soho Factory (25 Mińska Street), the district Centrum Promocji Kultury (Centre for the Cultural Promotion, 2 Podskarbińska Street) or building modernisation. The key ZPR planned projects in this area are:

- transformation and increase of attractive public spaces between: Skaryszewska - Lubelska - Zamoyskiego - Targowa Streets and Kamionkowska - Bliska - Mińska-Chodakowska - Groszowicka - Terespolska - Grochowska Streets,
- upgrading of the existing heating system and elimination of individual heating,
- improving building standards: renovation works and modernisation of houses (27 buildings - 482 units),
- exploiting the potential of public spaces, which through an appropriate transport policy can strengthen development processes in the area - changes in the transport system, construction of the second metro line,
- renovation of existing facilities for cultural and social functions, e.g. the seat of the Sinfonia Varsovia orchestra,
- development of social and cultural functions at 14 Targowa Street,
- creating a multi-functional places for local activity - the continuation and development of the Social Centre Paca 40,
- creating the space for city sports and promotion of sports in the Praga district,
- liquidation of small-scale architectural barriers.

Targówek Fabryczny area

In the Targówek Fabryczny area the following zoning plans were adopted: the Targówek Przemysłowy local zoning plan, adopted in 2000 and the mpzp for Targówek Fabryczny between: Rzeczna, Księcia Ziemowita and Klukowski Streets, adopted in 2012. According to the current state of planning the guidelines for the following plans are being developed: for the region of Radzywińska, Rozwadowskiegp, Księcia Ziemowita Streets as well as for Targówek Fabryczny in the area of Księżna Anna Street.

There is a need for a quick adoption of the local zoning plans for some areas of Targówek Farbyczny between Radzywińska, Rozwadowski, Księcia Ziemowita, Naczelnikowska Streets in the region of Księżna Anna Street as well as a need for clarifying the plan provisions. According the previous regeneration programme: 'In the first place it concerns Targówek Fabryczny as part of the planning procedure, especially the area of the former "Kruszwica" vegetable oil factory, and a need for a planning procedure for the remaining part of Targówek Fabryczny, in particular in the area adjacent to the other side of the railroad tracks'. As it comes up from the findings it is necessary to reduce the permissible nuisance of facilities engaged in the waste gathering and processing business.

The provisions of the Targówek Fabryczny local zoning plan for the area of Rzeczna, Ziemowita and Klukowski Streets are important for the regeneration process of the sub-area, especially for the improvement of building and land quality and aesthetics, in particular, by renovation or replacement of degraded outbuildings or garages with a new ones providing housing and commercial service functions, elimination of disharmonious elements such as advertising vehicles, temporary buildings (except for these allowed in the plan), etc.



In the Targówek Fabryczny industrial zone urban regeneration activities related to stimulating sustainable development of the district, struggling with social and economic problems, started some years ago. Recently renovation and modernisation of several buildings have been completed, some green areas and a park renovated, moreover, landscape renovations have been carried out as well as road infrastructure. Several social projects have been implemented, too. The ZPR assumes the implementation of the following key projects related to urban regeneration in Targówek Fabryczny:

- transformation and upgrading of the public spaces between: Siarczana - Naczelnikowska - Ziemowita - Dziewanny Streets and in the Targówek Mieszkaniowy sub-area between Radzymińska - Biezuńska - Rajgordzka - Radzymińska Streets.
- upgrading of the heating system and elimination of individual heating,
- improving the building standards: renovation works and modernisation of houses (19 buildings with 200 units),
- preparing flats for rent - construction and modernisation of buildings with flats for rent (Skaryszewska and Dziewanny Streets),
- creating a place for local activities at 6 Siarczana Street,
- introducing an appropriate policy in the field of transport solutions that can strengthen development processes in the indicated area - changes in the transport system (main roads and main roads with accelerated traffic);
- elimination of individual heat sources,
- creating the space for city sports and promotion of sports in the Targówek district,
- liquidation of small-scale architectural barriers.

According to the planning documents Targówek Fabryczny, due to its specific conditions and endogenous potential (industrial plants, warehouses, developed transport infrastructure such as roads, railways), could serve, in the future, as the logistics centre for the whole city.

Consultations and participatory process

The participatory process has been implemented in the Pilot Activities conducted in all post-industrial areas in the Warsaw Functional Area. In each case, however, it was slightly different, according to its specific features. The aim of all promotional, information and consulting activities was to activate and motivate the stakeholders, i.e. institutions that have an impact on the way of using these areas, and, especially, entrepreneurs and residents, to actively participate in the process of the brownfield re-use and development.

The Integrated Regeneration Programme of the Capital City of Warsaw foresees the application of the following profiled tools in both areas:

1. **regulatory** ones (local law) - the need for a quick adoption of the local zoning plans for some areas: in Kamionek (the Podskarbińska Street region, the Wiatraczna Street part II region) and in Targówek Fabryczny (regarding the area between Radzymińska, Rozwadowskiego, Księcia Ziemowita, Naczelnikowska Streets, the Księżnej Anny Street region); among the foreseen regulatory tools to be applied to in both areas are: the social clauses (klauzule społeczne), conservation grants, rules for the space use, the



management and co-ordination of cultural activities and the local support system (lokalne systemy wsparcia, LSW);

2. **ownership** ones (management of the property, creating attitudes) - open calls for proposals (local initiative and participatory budget) regarding playgrounds, recreational facilities, small architecture and small green forms, transport solutions, housing policy, e.g. rent holidays, subletting, expanding the programme for urban cultural institutions, Stołeczne Centrum Sportu Aktywna WARSZAWA, fund subsidies, increase of modern heating, water and sewage solutions and activation of the unemployed;
3. **investment** ones (interventions) - space arrangements, local centres, tools for activating (Program Aktywacja i Integracja, Activation and Integration Programme), scholarships for animators, support of the LSW activities, upgrading heating system and buildings, flats for rent, expansion and modernisation of the existing cultural institutions, recreation and sports infrastructure, the elimination of architectural barriers.

The purpose of promotional, information and consultation activities was to activate and motivate residents to participate in the process of the brownfield development at the nearby estates.

The process of preparing the Strategic Action Plan was also preceded by consultations with stakeholders regarding possible options for the Agreement goals, the objectives of the Strategic Action Plan, directions for their implementation and a list of potential activities. A hierarchy of activities was commonly agreed, reaching the consensus by all participants on the issues raised. The results of the workshop with the main stakeholders became the basis for the final version of the Strategic Action Plan.

It should be underlined that the area of the Warszawa Olszynka Grochowska railway junction with the Warszawa Antoninów station, adjacent to the Targówek Fabryczny post-industrial area, belongs administratively to the Praga Południe district. Therefore, the regeneration activities related to the logistics functions of the post-industrial area should be agreed and carried on in co-operation with the authorities of this district.

Methodology of selection and specification of activities

In Mazovian Voivodship, information about post-industrial areas and the state of their environment are dispersed, incomplete and fragmentary. It is also very difficult to obtain reliable data on the degree of a given area degradation, among others. Comprehensive information on the environmental hazards caused by industry and the category of utility for future, broadly understood, economic use are lacking as well. The Pilot Actions partly filled that gap, as the dispersion of knowledge about post-industrial areas makes managing their development difficult.

In the case of post-industrial areas, the lack of a consolidated system of social and economic development planning is also a challenge. Currently, the development aspects of brownfields are included in many strategic documents, e.g. in the City Development Strategy, the Environmental Protection Programme, Study of the conditions and directions of the municipal spatial development and the Urban Regeneration Programme. Each of these strategic documents in a



different way treats degraded post-industrial areas as well as designs development directions and tools that are devoted mainly to the local government, which acts as a host of development processes. In practice, such approach limits the possibilities of using other financial sources, and in the case of private ownership there is no legal basis for the rehabilitation of the post-industrial areas by public institutions. There is also a lack of good practices regarding urban regeneration management processes in degraded post-industrial areas.

The Strategic Action Plan guidelines and recommendations should represent a more balanced approach to the brownfield environment managing. It is necessary to draw a uniform and mutually agreed strategic objective for the brownfield areas in the entire functional area and to consolidate the social and economic development planning of each brownfield area, as well as to integrate social, economic and spatial policies dedicated to these areas. That can be facilitated by the use of an IT tool that streamlines planning processes.

The selection, hierarchy and time frame of the tasks covered by the Strategic Action Plan are to support the maintenance of mutual balance and sustainability in the field of:

- environment - leading to the stabilisation of contamination and its impact at the level considered acceptable;
- technical measurements- ensuring the scope and condition of infrastructure serving to minimise contamination and functional usability of the area to a level that does not require above standard costs;
- social and cultural issues- giving individual citizens, groups and the whole community a sense of security and stability regarding the issues covered by the project;
- economics - giving grounds for the use of brownfield areas and their surroundings on market conditions, appropriately attractive, but not affecting the basis of competitiveness.



Part A. Summary

Activity 1 - Analysis of the resource diversity and delimitation of the brownfield functional zones

The Activity includes tasks related to the prevention of the collision of three functions:

- (1) industrial one, which without proper co-ordination procedures undergoes significant transformations,
- (2) housing one, which, to a limited extent, ensures appropriate standards,
- (3) of a railway junction, which is a potential resource for new development areas.

The spatial demarcation of these functions will open the way to co-ordinated development at a high level of quality and functionality, so as to best use the potential of this area.

Activity 2 - Identification of deficits and formulation of the development programmes for the industrial functions

The Activity includes tasks related to the recognition of the brownfield current as well as potential investment and land needs, and formulates a framework programme for continuing the development of the industrial functions. In the past, there were a number of land consuming industries in Targówek Fabryczny, which, as a result of the transformation, got rid of unnecessary properties. As a consequence, a chaotic mosaic of areas with very varied land development has emerged here. This situation requires arrangement steps that would take into account the needs that would only appear with the technological development



Activity 3 - Identification of deficits and formulation of the development programmes for the housing functions

In the Targówek Fabryczny post-industrial area, production and storage functions are mixed with housing ones. However the share of areas with a residential function is increasing. Therefore, there are growing problems with maintaining adequate quality of housing and isolation from the nuisance associated with production and storage activities. This situation requires adequate steps and creation of opportunities for the permanent residential function development. The aim of the Activity is to create an attractive residential area, friendly to residents with an access to modern infrastructure and recreational areas, which would isolate it from negative effects of the neighbouring industry. The co-operation process with residents and other stakeholders increases the efficiency and effectiveness of the undertaken tasks.



Part B. Detailed description of the activities

Activity 1: Analysis of the resource diversity and delimitation of the brownfield functional zones¹

Subject of the Activity

The Activity includes tasks related to the brownfield functional divisions into industrial, residential and transport functions, supplemented with public spaces, which would constitute a buffer against conflicts resulting from very different features of these functions. Such a division guarantees lasting, harmonious co-existence of the functions, bringing economic and social benefits as well as high environmental and landscape quality of the space.

¹ Activities, included in the Strategic Action Plan, reflect the specificity of the WOF post-industrial areas, but are directly dedicated to the brownfields of the right-bank of Warsaw, in particular the Targówek Fabryczny area.



Brief description of the problem

In the Warsaw Functional Area (WOF) there are many brownfields, however their functioning and development, despite the earlier signs of degradation, do not require special intervention, in the majority of cases. The investment pressure in the capital has been so huge for many years, so investors enter even on problem areas or on relatively low attractive ones. Therefore, two areas of the right-bank Warsaw were selected for the Pilot Activities: Kamionek and Targówek Fabryczny. However, while Kamionek has used the investment boom well and has already achieved some positive transformations, Targówek Fabryczny requires more support as it still remains degraded to a large extent.

The activities foreseen in the Strategic Action Plan are mainly related to the latter area. Its major challenge is the prevention of the collision of three functions: (1) industrial one, which without proper co-ordination procedures raises the risk of losing some of its potential, (2) housing one, as the area includes historic and new areas with this function, which, due to the proximity of industry, ensure, to a limited extent, appropriate standards, (3) of a railway junction, a railway junction supporting industrial functions, extensively used, thus being a potential resource for new development areas.

The spatial demarcation of these three functions will open the way to co-ordinated development at a high level of quality and functionality, so as to best use the potential of this area.

Activity objective

The aim of the Activity is the delimitation of the area basic functional zones: (1) industrial one, (2) residential one, and (3) of a railway junction. Their mutual relations should ensure harmonious development and functioning in a long run, with the probable increase in expectations regarding the facility standards, surrounding space and infrastructure.



Project partners and their involvement

The Capital City of Warsaw should be the co-ordinator of the Activity. The most important stakeholders of the Agreement in relation to the Activity 1 also are:

- authorities of the Capital City of Warsaw,
- authorities of the Targówek district,
- authorities of the Praga Południe district,
- representatives of Marshal's Office of Masovian Voivodeship,
- representatives of Voivode of Masovian Voivodhip,
- Mazovia Development Agency Plc (ARM SA),
- Regional Directorate for Environmental Protection (RDOŚ),
- local government units participating in the projects regarding the WOF,
- infrastructure management units in the Targówek Fabryczny area,
- units performing social welfare tasks,
- management boards of the largest companies operating in the OFMP area,
- business organisations and business environment representatives,
- non-governmental organisations dealing with social and sports issues,
- local activists,
- media representatives,
- residents, property owners, property potential users and investors.

Planning activities

Short-term perspective

1. Launching the participatory process with the participation of the local authorities, entrepreneurs and residents for the functional diversification of each industrial district and the selection, through activating actions, of permanent forms of their co-operation.
2. Collection of available data and possible supplementary studies of the environmental and technical conditions to identify degraded zones and to direct the transformations of the post-industrial areas and their surroundings, using the GIS tools².

Medium-term perspective

3. Determining, with the participation of the stakeholders, the conditions for the functional diversification and the strategic vision for the brownfield development, as well as variant scenarios for their transformations, taking into account external connections and detailed requirements for industrial large-scale facilities.
4. Determining the directions of the road and rail system modernisation as well as connections with the public transport network for the industrial area in order to improve the

² Such tools were developed in the GreenerSites project.



management services for the areas designated for communication functions, in particular railways.

Long-term perspective

5. Separation of production and logistics zones for the improvement of local residents' living conditions and for having an appropriate equipment in green areas and public spaces, as isolation barriers from negative impacts of the industrial activity.
6. Preparation of the guidelines for updating the spatial policy and local zoning plans for the brownfields and their surroundings.

Financing

Financing the Activity implementation should be based on various resources (financial engineering), primarily as part of financing the statutory roles of individual stakeholders. Grants and subsidies provided by external entities can be an additional source of financing.

Progress of implementation

The progress of the Activity implementation should be monitored by a fix Committee/ Platform, established at the initial stage of the Agreement implementation, under the Activity 3.



Activity 2: Identification of deficits and formulation of the development programmes for the industrial functions

Subject of the Activity
<p>The Activity includes tasks related to the transformation of production and logistics functions in the Targówek Fabryczny brownfield in agreement and with the involvement of the main stakeholders of this process. The Activity is based on an accurate analysis of the area economic profile and on ensuring the investment areas for lasting production, storage or logistics functions.</p>
Brief description of the problem
<p>In the past, there were a number of land consuming industries in Targówek Fabryczny, which lost their competitiveness during the transformation period in the 1990s. The plants willingly disposed of unnecessary areas and on the remaining area invested in facilities and technologies meeting market requirements. As a consequence, a chaotic mosaic of areas with very varied land development has emerged. This situation requires adequate steps, that would take into account the needs that would only appear with technological, organisational and logistics development. Therefore, it is necessary to identify current and potential investment and land needs and to formulate a framework development programme in order not to lose its specific advantages in the gradual development of this area such as the location within the zone of the intensive urban investment with the access to a railway junction.</p>
Activity objective
<p>The purpose of the Activity is systematic and lasting co-ordination of the activities related to the brownfield transformation as to ensure the full use of the area potential. The Activity basis is to define properly the economic profile of the area and to ensure the availability of investment land for lasting production, storage or logistics functions. This will contribute to good prospects for the economic development in the entire urbanised area of Warsaw and in the WOF zone.</p>



Project partners and their involvement

The Capital City of Warsaw should be the co-ordinator of the Activity. The most important stakeholders of the Agreement in relation to the Activity 2 also are:

- authorities of the Capital City of Warsaw,
- authorities of the Targówek district,
- authorities of the Praga Południe district,
- representatives of Marshal's Office of Masovian Voivodeship,
- representatives of Voivode of Masovian Voivodhip,
- Mazovia Development Agency Plc (ARM SA),
- Regional Directorate for Environmental Protection (RDOŚ),
- local government units participating in the projects regarding the WOF,
- infrastructure management units in the Targówek Fabryczny area,
- management boards of the largest companies operating in the OFMP area,
- business organisations and business environment representatives,
- non-governmental organisations dealing with social and economic issues,
- local activists,
- media representatives,
- property owners and property potential users and investors, and residents.

Planning activities

Short-term perspective

7. Assessment of the technical infrastructure network functionality and performance in terms of the development of the production and logistics functions in the post-industrial areas.
8. Activation of stakeholders for participatory determination of their needs and expectations related to the brownfield transformation and promotional activities for the investors in order to engage them in the implementation of the proposed transformation directions.

Medium-term perspective

9. Determining the desired brownfield economic profile. Taking into account the possibilities, traditions, current economic and investment trends as well as the strategic preferences of social, economic and spatial policy.
10. Assessment of the main investment attractiveness of the post-industrial areas and the selection of methods to influence the investors' interest and to stimulate their involvement.



Long-term perspective

11. Developing the programme and spatial basis as well as a framework concept for co-ordinating the industrial function transformation along with establishing the organisational structures for co-ordinating the process, especially in railway areas.
12. Developing the rules for the co-ordination of the remediation and reclamation process of the valuable natural areas, and the use of the brownfield cultural heritage for the public functions, in relation to the surrounding areas.

Financing

Financing the Activity implementation should be based on various resources (financial engineering), primarily as part of financing the statutory roles of individual stakeholders. Grants and subsidies provided by external entities can be an additional source of financing.

Progress of implementation

The progress of the Activity implementation should be monitored by a fix Committee/ Platform, established at the initial stage of the Agreement implementation, under the Activity 3.



Activity 3: Identification of deficits and formulation of the development programmes for the housing functions

Subject of the Activity
<p>The Activity includes tasks related to the spatial arrangement of housing enclaves located in the post-industrial area as well as to opening-up opportunities for its further development, free from conflicts and collisions with the industrial function being developed in parallel. A broad involvement of the stakeholders who may affect the implementation of the expected transformations is an important part of the task.</p>
Brief description of the problem
<p>In the Targówek Fabryczny post-industrial area, production and storage functions are mixed with housing ones. The temporary brownfield surplus, not heavily degraded due to the transformation processes, has attracted developers from the housing sector. Hence, the share of area with a residential function in the brownfield increased. As a result, there have been growing problems with maintaining adequate housing quality and isolating it from the nuisance from production and storage activities. This situation requires a lasting arrangement and the creation of opportunities for the permanent development of the residential function. Therefore, it is necessary to identify the residents' current and potential needs and to start functional merging of current and future housing enclaves for the spatial integration of such type of areas and to equip them with necessary accompanying functions. There is a need of the recreational public spaces that would also constitute a barrier to a negative impact on the industrial zone, among others.</p>
Activity objective
<p>The aim of the Activity is to create an attractive residential area, friendly to residents with an access to modern infrastructure and recreational areas, which would isolate it from negative effects of the neighbouring industry. The co-operation with the residents and other stakeholders increases the efficiency and effectiveness of the undertaken tasks.</p>



Project partners and their involvement

The Capital City of Warsaw should be the co-ordinator of the Activity. The most important stakeholders of the Agreement in relation to the Activity 3 also are:

- authorities of the Capital City of Warsaw,
- authorities of the Targówek district,
- representatives of Marshal's Office of Masovian Voivodeship,
- representatives of Voivode of Masovian Voivodhip,
- Mazovia Development Agency Plc (ARM SA),
- Regional Directorate for Environmental Protection (RDOŚ),
- local government units participating in the projects regarding WOF,
- infrastructure management units in the Targówek Fabryczny area,
- units organising social welfare tasks,
- representatives of development companies operating in the WOF area
- business organisations and business environment representatives,
- non-governmental organisations dealing with social and sports issues,
- local activists,
- media representatives,
- residents, property owners and property potential users and investors.



<p>Planning activities</p> <p><u>Short-term perspective</u></p> <p>13. Query and arrangement of previous studies and possible complementary examinations of the soil and water contamination in the brownfield residential zone.</p> <p>14. Examination of the state of environmental resources in the post-industrial areas and their surroundings for developing recreational and sports functions, green areas and walking and cycling routes.</p> <p><u>Medium-term perspective</u></p> <p>15. Assessment of the functionality and performance of the brownfield technical infrastructure network in terms of supplying residential and service areas.</p> <p>16. Participatory determination of needs and expectations related to the development of public spaces, with particular emphasis on the functional and environmental connections and services.</p> <p><u>Long-term perspective</u></p> <p>17. Organisation and implementation of the designated activities in the field of remediation and remediation as well as achieving predefined indicators for improving the environmental conditions³.</p> <p>18. Functional integration of existing and planned housing enclaves with the isolation of the public spaces in the buffer zone between industrial and residential buildings.</p>
<p>Financing</p> <p>Financing the Activity implementation should be based on various resources (financial engineering), primarily as part of financing the statutory roles of individual stakeholders. Grants and subsidies provided by external entities can be an additional source of financing.</p>
<p>Progress of implementation</p> <p>The progress of the Activity implementation should be monitored by a fix Committee/ Platform, established at the initial stage of the Agreement implementation, under this Activity.</p>

³ Such indicators have been developed in the GreenerSites project.



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On behalf of:

Agencja Rozwoju Mazowska S.A.

ul. Świętojerska 9, 00-236 Warszawa

Contractor:

Maciej Borsa, PhD, Eng. Arch.

maciej.borsa@xl.wp.pl