

Lech Zawadzki^{*}THE SUBURBAN ZONE - SELECTED PROBLEMS OF SPATIAL DEVELOPMENT
(A CASE STUDY OF THE SUBURBAN ZONE OF WARSAW)

1. General causes inducing the process of the isolation of a suburban zone

The construction of a town is associated with the formation of relations with its territorial hinterland. In human activity these relations result from the needs emerging when various problems, i.e. technical, economic, social ones, are solved in a natural-geographical environment. Problems with which we have to cope in the development of the concentration of urban settlement become very varied; the relations become broader and extend over larger and larger areas; the more populated is the town, the more developed are its functions. Man's activity in geographical environment is always related with the purpose of his work and its conditions, that is methods of production¹, which determine the effects. The purpose is stipulated by the needs, both individual and collective. The needs are usually twofold. The first type stems from that for food. The satisfaction of that need necessitates the maintenance of biological life. The second type includes socio-economic needs. The satisfaction of the two types of needs is directly associated with social demand, which results from the attained level of civilization. A natural tendency in man is to maximalize effects and minimalize efforts required to obtain effects. These natural tendencies can be fulfilled at a rapid pace in the process of industrialization because of improved techniques and increased economy of production. Owing to the technical progress new solutions are introduced into the process of industrialization; labour division, specialization and skills of human beings are improved and developed. Changes occurring in this respect exceed the area of a single factory, or the boundaries of a town.

Innovations are increasingly introduced by the population of suburban areas and this phenomenon causes that differences between economic development of the suburban and rural areas, on the one hand, and the territory of the town, on the other, are growing. The process of industrialization is associated with a greater dependence of specialized groups and individuals, as well as with varied intensities and character of land use in economic development. The optimal functioning of the urban organism requires therefore cooperation, especially as

* Dr., Instytut Geografii i Śrązestrzennego Zagospodarowania PAN, Warszawa, Krakowskie Przedmieście 30., glej izvleček na koncu zbornika.

regards production, transport, supplies, communication, the spatial pattern of which must exceed the boundaries of the town.

At the turn of the 19th century certain economists² explained the growth of a town by a need to sell agricultural products. Though today our views have slightly changed and become broader, it is worth while noting that already then people recognized a strong dependence of the town on its agricultural hinterland, and that they were aware not only of the fact that the town provided opportunities for agricultural products to be sold, but also that permanent supplies were necessary for the survival of the town. Even then it was known that various types of agricultural production were developing around the town a "ring" form. At present, a rapid development of suburban areas is associated with industrialization processes; and numbers of population are growing owing to vacancies in the factories which are being built. Industrialization has in particular caused a rapid expansion of towns which draw into their sphere of influence near and more distant suburban areas. Various relations joining together the town and its surroundings have come to the surface³. Needs of the urban population require that functions should develop outside the administrative boundaries of the town. Their range is spatially differentiated. This refers to such functions as housing, production, supplies of foodstuffs in the broad sense of the term, industrial production, services, recreation, etc. The technical municipal needs of developing towns make it also necessary to encroach upon suburban areas and construct there many facilities necessary for a better functioning of municipal economy. A properly developed communications system greatly stimulates the development of suburban areas, providing means for everyday commuting to work and making various town facilities available. Suburban areas remain therefore within the zone of direct interest of the town, and interrelations become closer and closer.

2. The notion of a suburban zone, its spatial range, its boundaries

The suburban zone is part of an area directly surrounding the town. However, suburban areas should not be identified with the suburban zone. Their recognition as a suburban zone does not depend on their situation only. The boundaries of the zone are not demarcated by a circle with its central point in the centre of the town. A suburban zone is demarcated by the indices, not always the same, the total sum of their occurrences being the differentiating factor, as it characterizes the spatial intensity of phenomena taking place around the town. Those indices include i. a. : the density of population, increasing towards the town centre; the structure of employment indicating the ratio of people engaged in agricultural and nonagricultural professions; investment outlays allotted for the development of the town territory, expressed as the degree of urbanization, i. e. by the density of buildings; time spent for reaching the central part of the town (time isochrones); the range of everyday commuting to work; etc. Moreover, the area of the suburban zone is characterized by relations between inhabitants of the suburban zone and the town population, as well as by functions

resulting from tasks, put before separate areas, and anthropogenetic values placed on them.

The suburban zone has no administrative boundaries demarcated by law. Its boundaries depend upon circumstances, are irregular, their distance to the city core varies. This fact is influenced, among others, by the properties of the territory which cause that a certain functional and settlement system, including communications, and the suburban zone of a developing town are formed in accordance with those properties. A functional gravitation of certain suburban areas to the town varies as a result of many, permanent, periodical, off-handed relations joining the inhabitants of the zone and the town population; this gravitation is also expressed by the manufacturing and service functions of the town and its hinterland. The size of the suburban zone, its spatial extent, are not constant values. They change with the change of the scale of the size of the town, of its functional character, employment, number of jobs, differences in the urban structure of employment, and also of the development and improvement of the means of communications (transport included).

Certain specialists⁴ hold the view that the suburban zone and the town form but one organism. Town boundaries, established in the administrative way, raise doubts from the viewpoint of planned economic development, as they divide the areas that make a one socio-economic whole. A rational management should embrace all the areas bound together with the town and functionally interdependent. One local authority should be responsible for both the areas under intensive urban construction and the area of the suburban zone. For the sake of the policy of land use only, it is necessary to adopt a conventional separation of the intensively built-up urban areas from the suburban zone, and of the latter from agricultural land. Those two boundaries demarcate an area of direct interest of the town in its suburban zone. The latter should also be an administrative boundary for urban settlement. K. Lier⁵ differentiated the following three zones of settlement in big cities: the proper town intensively built-up, the proper suburban zone, and the external agricultural zone. (Fig 1).

The zone of influence of a town shapes as a result of the town activity. It is, so to say, a "prolongation of the town, yet its definition - in which all those properties that it can acquire are taken into consideration - is very difficult. It is not so much a spatial meaning, but the character of the phenomenon"⁶. With the development of the town its relations with the suburban zone change, functions and interrelations between the separate territories grow fuller as they become greatly varied. Those transformations take place following the change of the method of spatial organization. The intensity of agricultural land use varies and moreover rural settlement changes into its suburban form, new towns emerge which are influenced by a large centre. Suburban areas change the character of land use and become, to a lesser or higher degree, subordinated to a bigger centre. One can observe the formation of various types of suburban zones and suburban functional centres. Dormitories, suburban recreation centres, suburban recreation zones are formed⁷.

In the rich literature on the subject certain authors use a multistage division of the suburban zone. Chauncy D. Harris⁸ introduces a six-stage division, namely: two industrial zones, and in addition a mining zone, semi-industrial and semi-residential zones, and a dormitory zone. C.A. Moser and Wolf Scott⁹ have found the following zones in Britain: a residential zone of a higher and of a medium type, and industrial zone old and new industries, and a light industry zone. George Chabot and Jacqueline Beaujeu-Garnier¹⁰ have, for example, differentiated internal, external and distant suburban zones. As it appears from the world literature on the subject and as is proved by results obtained by certain scholars (i.e. G. Chabot in France, S. Dahl in Sweden, J. Gottman in the USA, O. Tuominen in Finland) problems of the range of influence of the town have mainly been investigated so far.

In Polish literature problems of the suburban zone have been dealt with mainly in studies concerned with the development of regions and towns, and also of metropolitan cities¹¹. Such an approach extends the research field. A gradual, progressing with the development of towns, expansion of interdependences and relations between the separate areas is detected in the development of settlement as well as a continuous process of spatial growth of influence of towns over the neighbouring territory.

In this aspect it is not only the meaning which becomes more and more profound, but also the notion of the suburban zone becomes broader and broader, marking thus a classification possible. One can talk about different suburban zones now. In the agglomerations of towns we have to deal with the phenomenon of the superimposition of the suburban zone of a big city over the local zones of suburban centres. With a further expansion and improvement of urban settlement we will be - as it would seem - on the path towards a new type of towns, a town-region¹². One can make a supposition that "the suburban zone" would in future become a historical term which was applied in the initial phase of the development of urban settlement.

3. The development of the suburban area - a case study of Warsaw

a) Spatial development of Warsaw

About 1827, when Warsaw population amounted to 131 thousand people, its area to 2.151 ha, and the density of population was 61 persons per ha¹³, the needs of inhabitants were satisfied mainly within the city's boundaries. Even at the end of the 19th century, when Warsaw population exceeded 600 thousands¹⁴ "spatial development, associated with the life of the city, was also limited to the area within the contemporary administrative boundaries and did not exceed the area of compact construction of the urban type"¹⁵. Subsequent years brought about essential changes in the socio-economic structure, and therefore in the spatial pattern of the city. The growth of population as a consequence of increased metropolitan functions of the capital, expansion of trade and services, small manu-

facture, industry, brought about a territorial expansion of the city and shifts in the administrative boundaries. After World War II the capital has developed under the socialist system on a scale never reached so far, because of an intensive expansion of industrial works and a further development of metropolitan functions. Changes in the city have also caused changes in the surrounding territories. The neighbouring areas, transformed under the influence of the city, have gradually been incorporated into Warsaw following a natural process of the spatial expansion of the Warsaw urban concentration. The incorporation of suburban areas within Warsaw's administrative boundaries took place in 1914, 1916, 1931, 1939, 1951, 1957 and 1960, and thus the area of the capital increased from 3.273 ha in 1914 with a population of 885 thousands to 43.047 ha and, 1,117 thousand inhabitants¹⁶. In 1976 Warsaw population reached 1.463 thousand on an area of 44.600 ha (Fig. 2).

b) The suburban zone of Warsaw

Many authors have investigated the development of Warsaw, which is the biggest centre of urban concentration in Poland. Their publications deal with various aspects. The authors have been mostly concerned with the country's regionalization and the delimitation of areas, the development of agglomerations and metropolitan areas, the development and distribution of the population, commuting to work, etc., which they have investigated using various methods. There is also one monograph of the Warsaw voivodship¹⁷. However, in all those publications problems concerned with the development of the Warsaw suburban zone have not been taken into account in a sufficient measure. Irrespective of the fact that certain outstanding scholars¹⁸ maintained that "the perspectives of Warsaw's development cannot be analysed separately from its suburban area and viceversa", as "Warsaw makes a single settlement pattern with its suburban area"¹⁹, the problem of the suburban zone in relation to the expansion both of the city of Warsaw and of the region of Warsaw has been dealt with in a few of studies only, which combine the analysis with the elaboration of the premises of the plan²⁰.

The delimitation of the suburban zone was carried out as follows.

The spatial range of Warsaw is marked by the intensity of the occurrence of a number of properties and their superimposition; those properties are the criteria of delimitation. Groups of properties characterizing interrelations with Warsaw delimit the metropolitan region¹⁷.

In the delimitation of the central zone, the suburban zone and the external zone, lying within the metropolitan region, the following homogeneous criteria can be used:

- the degree of urbanization expressed by the density of construction,
- the structure of employment indicating the ratio of people engaged in agricultural and non-agricultural professions,
- changes in the density of population per unit of the area,
- time spent to reach the central part of the city (time isochrones),
- the range of everyday commuting to work (Fig 3,4,5).

The central zone is a densely built-up area, covering the core of the city together with adjacent districts. The boundaries of the central zone in Warsaw are formed by buildings situated in the district of Wola in the west, of the Warsaw Foundry and the district of Bródno in the north, the districts of Praga and Targówek in the east, and the residential district of Ursynów-Natolin in the south.

The suburban zone is an area neighbouring with the central zone, on the one hand, and with the external zone, on the other. The urban centres, directly associated with the central part of Warsaw, and depending on it functionally, are situated within this zone. The boundary towns of the suburban zone, which separate them from the agricultural external zone, are: in the west - Grodzisk and Błonie, the area of Kampinos Forest excluded; in the north - Nowy Dwór; in the east - Radzymin, Wołomin, Sulejówek; in the south - Otwock, Góra Kalwaria. In the internal zone there are i.e. the towns of Grójec, Sochaczew, Mińsk Mazowiecki, Garwolin. In the suburban zone the following towns are moreover situated: Pruszków, Piastów, Brwinów, Podkowa Leśna, Milanówek, Zakroczym, Legionowo, Zabki, Sulejówek, Marki, Józefów, Zielonka, Kobyłka, Wesola, Radzymin, Konstancin-Jeziorna, Piaseczno.

The investigation of the functional towns²¹ in the suburban zone, carried out lately, has proved that all of them are subordinated to Warsaw. The types of towns, classified according to the ratio of places of work to residential places, are characteristic. Many of them are towns with dominant residential-dormitory functions, like Podkowa Leśna, Brwinów, Wesola, Kobyłka, Marki, Zabki. Other towns, like Otwock, Konstancin-Jeziorna are towns with residential functions, and health protection is the dominant service there. Pruszków is a town with a dominant industrial function; industrial and agricultural functions dominante in Karczew; industry and construction in Wołomin²².

The area of the suburban zone coincides in general with a 45-minute isochrone of commuting to work (Fig 6). A characteristic elongation of the suburban zone towards west, north and east coincides with the railway lines, along which settlements are grouped. An intensive expansion of Warsaw's suburban zone after 1950 has been caused by many factors, one of which is intensification of agriculture oriented towards market gardening. This is mainly true of the areas situated along the western part of the city, in the region of Błonie, of the southern and partly western areas as well.

The development of industrialization has played (and still does) an important role in Warsaw. Many factories, which cannot develop spatially in Warsaw, are building their branches in the suburban zone²³.

Another factor which causes the development of residential construction in the zone is the limited registration possibilities for new inhabitants in the capital. The expansion of construction has been advocated, on the one hand, by the needs of migrants to work in Warsaw, who settle as near as possible to Warsaw,

and, on the other, by financial opportunities open for peasant-workers, who have found an additional source of income in letting rooms.

4. The suburban zone and the political system

In spatial development, besides various geographical and economic divisions of the area, there exist also political divisions in a broad approach to the problem. These political divisions stipulate conditions of the economic and social development of the area of states in accordance with the political division of the world. The development of individual countries is steered according to the adopted political system. Therefore, individual areas in any territorial-natural or economic division in the socio-economic and spatial development depend on the general conditions of the political system. In such circumstances the development of towns and their suburban zones, if approached from the broad aspect of the formation of settlement patterns, is subordinated to those principles and conditions.

Changes in the spatial development of man's environment, occurring during economic development under the influence of the development of productive forces, depend mainly on production relationships and methods of production²⁴. Spatial development is, therefore, determined by the socio-economic and technico-material side of production, and within its framework by the ownership of production means as well as the conditions resulting from their division. Outstanding scholars emphasize the advisability to combine together in spatial development the geographico-spatial phenomena with the socioeconomic-political system²⁵.

The socialist system, adopted by our country after World War II, has induced important changes in our economic system. The notion of the so-called "national property" is defined by the Constitution; the Acts on planned spatial development²⁶ and on expropriation²⁷ regulate land ownership. The first Act determines the legal form of plans and the organization of spatial planning; moreover, it stipulates that all public and private initiatives as regards land use and the distribution of population should be adapted to plans of spatial development. The second Act settles that expropriation can be made on behalf of the State when a given property is needed for the realization of planned tasks. Economic reforms, introduced, when those Acts were implemented, an overall planned spatial development from the very start. A confrontation of political systems as regards opportunities for the development of settlement patterns, has unequivocally passed a sentence in favour of the countries that have adopted the system of planned economy. Freedom in the disposal of land makes a rational development and functioning of urban settlement possible²⁸. The socialist system and planned economy can more efficiently eliminate the influence of spontaneous forces.

Footnotes:

1. I have discussed the problem of conditions - methods of production which decide over spatial development in another part of this study.
2. J.H. Thünen: *Der isolierte Staat in Beziehung auf Landwirtschaft und National Oekonomie*, Hamburg 1826, Jena 1921.
3. J. Kostrowicki: O funkcjach miastotwórczych i typach funkcjonalnych miast. "Przegląd Geograficzny", vol. XXIV, 1952.
4. Problemy planu regionalnego Warszawy. Premises of the development of the metropolitan city of Warsaw in the period 1961-1980, collected work under K. Lier. Warszawa, January 1962.
5. K. Lier, op. cit. in footnote 4.
6. H. Chabot, *Les villes aperçu de géographie urbaine*, 1948.
7. J. Beaujeu-Garnier, G. Chabot: *Zarys geografii miast*, PWE, Warszawa 1971, p. 367.
8. *ibidem*, pp. 264-270. Moreover: R. Clozier: *Essai sur la banlieue*. La Pensee, p.4, Paris 1945. G. Friedmann: *Villes et campagnes*, 1953. P. George: *La banlieue, une forme moderne de développement urbain*, Cahiers de la Fondation Nationale des Sciences Politiques, Paris 1950.
9. C.A. Moser, W. Scott: *British Towns. A Statistical Study of their Social and Economic Difference*, 1962.
10. H.Chabot, op.cit. in footnote 6.
11. J. Kostrowicki, *Badania geograficzne and siecią osadniczą*, Warszawa 1950 (a typescript). S. Leszczycki, P. Eberhardt, S. Heřman: *Aglomeracje miejsko-przemysłowe w Polsce 1966-2000*, "Biuletyn KPZK PAN" 1971, vol. 67. K. Dziewoński: *Procesy urbanizacyjne we współczesnej Polsce*, "Przegląd Geograficzny" 1962, vol. 3. B.Malisz: *Zarys teorii kształtowania układów osadniczych*. Arkady, Warszawa 1966.
12. K. Dziewoński: *Studium rozwoju pojęć, metod i zastosowań*, in: *Baza ekonomiczna i struktura funkcjonalna miast*, "Prace Geograficzne IG PAN", No 87, PWN, Warszawa 1971, pp. 9-110.
13. *Rocznik Statystyczny Warszawy (The Statistical Yearbook of Warsaw)*, p. 8, table 2.
14. *ibidem*, p.9, table 4.
15. K. Lier in cooperation With L. Zawadzki: *Region Metropolitalny Warszawy*, Warszawa IG PAN 1964, p. 13.
16. *Rocznik Statystyczny Warszawy 1959*, p.4, cf. footnote 13. M. Gajewski: *Zmiany administracyjne miast i osiedli 1918-1963*, Warszawa 1964. Cf. a documented study by M. Ciechocińska: *Problemy ludnościowe aglomeracji warszawskiej*, PWN, Warszawa 1975, p.p.46-51.
17. J. Kostrowicki: *Zagadnienia ludnościowe Warszawy i jej okolic*, Warszawa 1946. J. Kostrowicki: *Studium demograficzne skupiska warszawskiego*, Warszawa 1946 (a typescript). J. Kostrowicki: *Granice Warszawy*, Warszawa 1946 (a typescript). A. Wróbel: *Zagadnienia delimitacji obszarów Metropolitalnych*, in: *Delimitacja obszarów zurbanizowanych*, "Biuletyn KPZK PAN" 1970, vol 57. E. Iwanicka-Lyra: *Delimitacja aglomeracji wielkomiejskich w Polsce*, Warszawa 1969. S. Leszczycki, P. Eberhardt, S. Heřman: *Aglomeracje miejsko-przemysłowe w Polsce 1966-2000*, "Biuletyn KPZK PAN", vol. 24, PWN, Warszawa 1960. T. Lijewski:

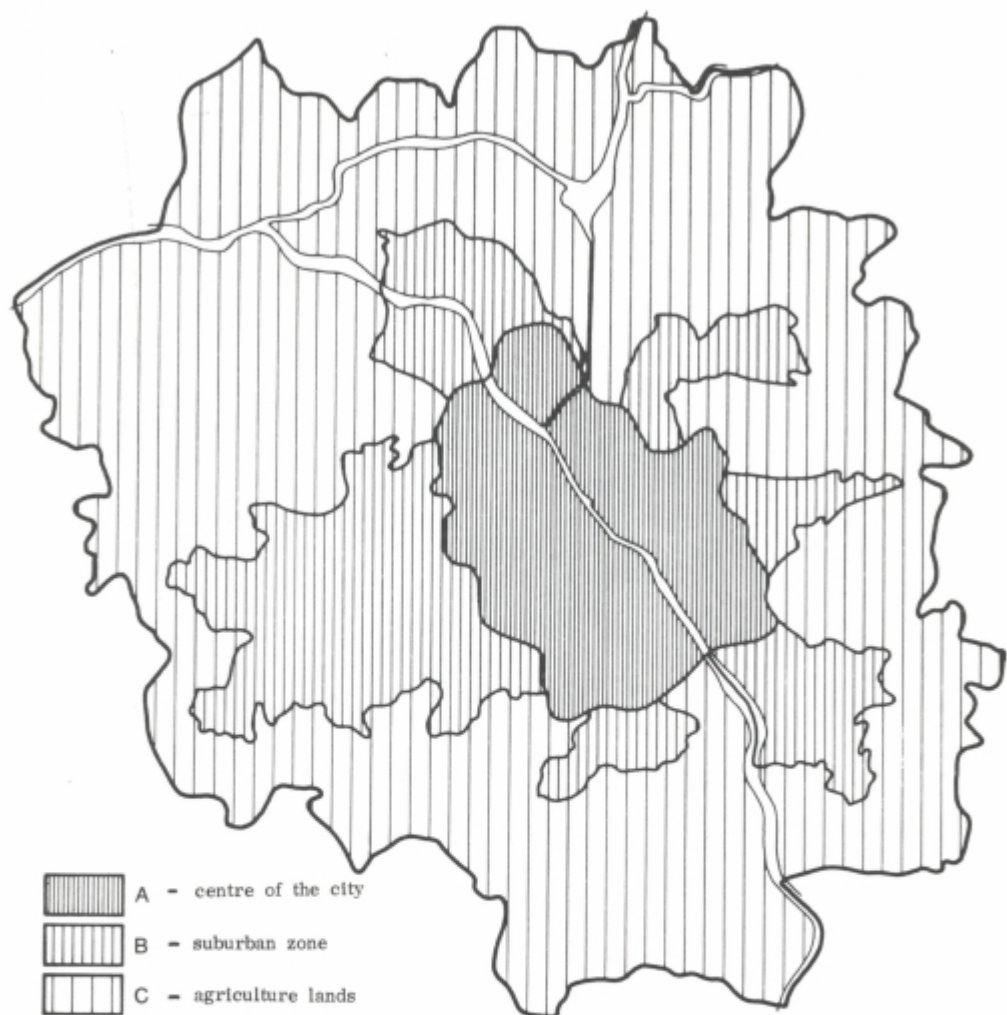


Fig. 1. Scheme of the territorial development of Warsaw

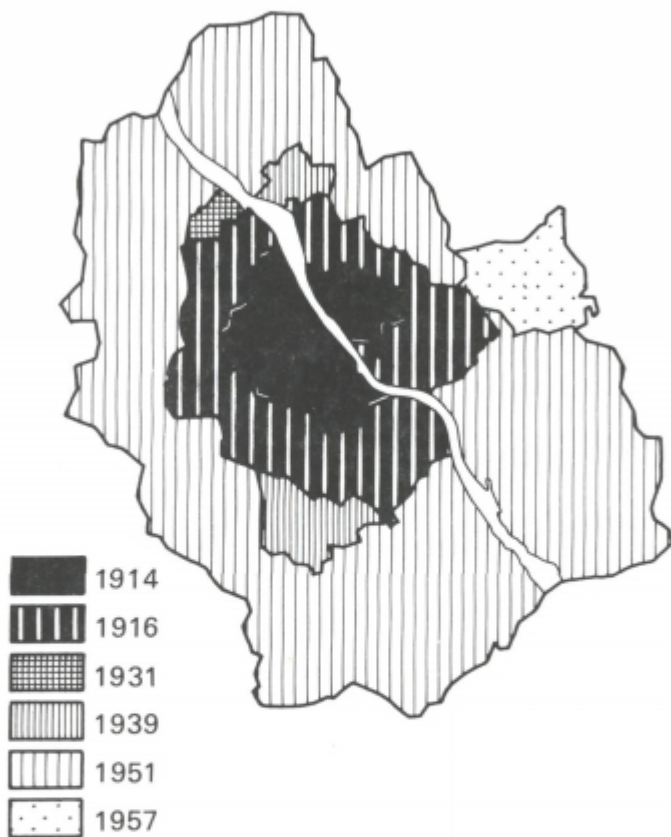


Fig. 2. Administrarive development of Warsaw

1950



Fig. 3. Density of population of Warsaw agglomeration in 1950 persons/km²
by M. Ciechocińska - Population problems of Warsaw agglomeration -
Warsaw PWN 1975

1960



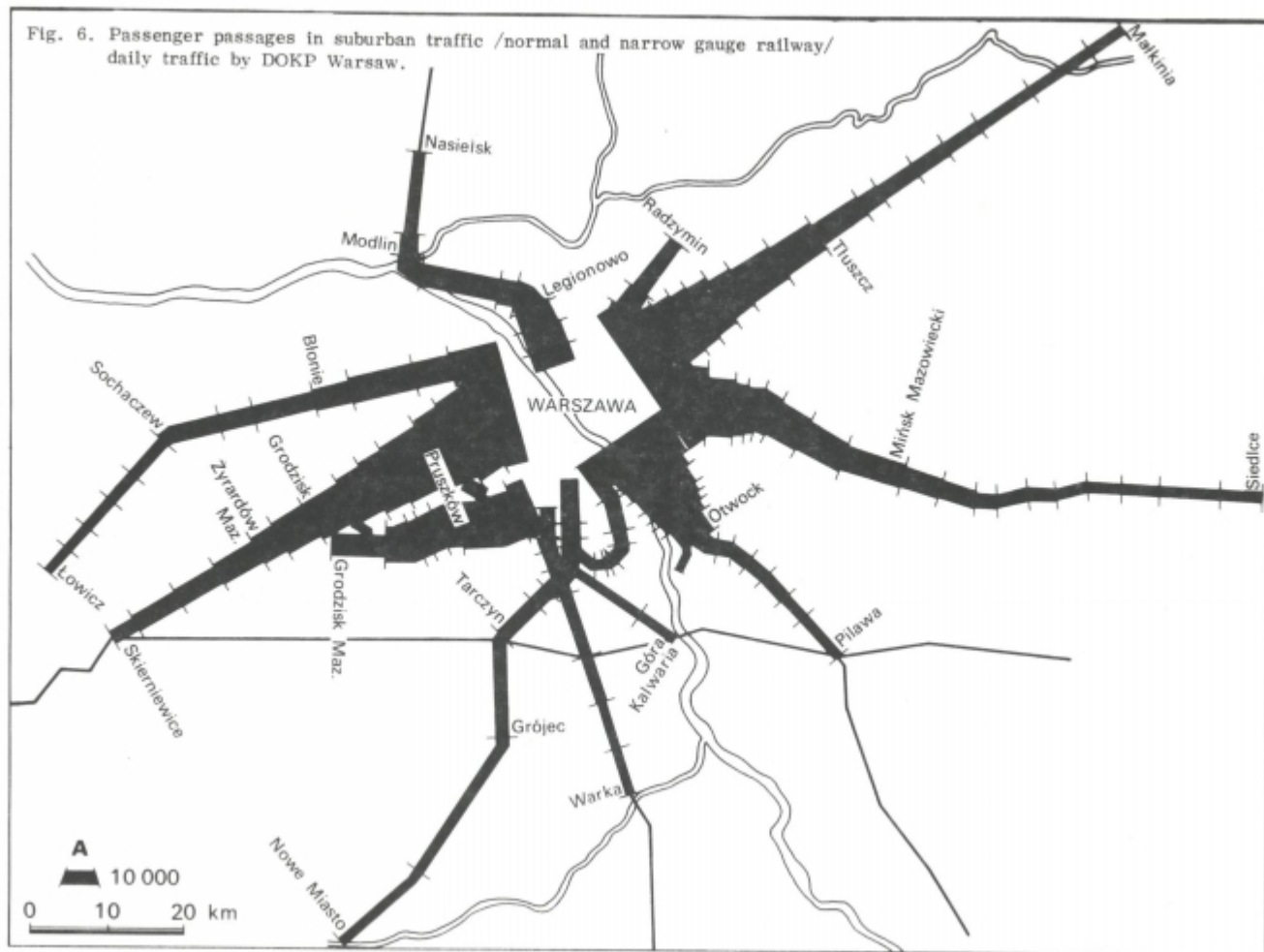
Fig. 4. Density of population of Warsaw agglomeration in 1960 persons/km²
by M. Ciecocińska - Population problems of Warsaw agglomeration -
Warsaw PWN 1975

1970



Fig. 5. Density of population of Warsaw agglomeration in 1970 persons/km² -
by M.Ciechocińska Problemy ludnościowe aglomeracji warszawskiej
/Population problems of Warsaw agglomeration/ - Warsaw PWN 1975

Fig. 6. Passenger passages in suburban traffic /normal and narrow gauge railway/
daily traffic by DOKP Warsaw.



- Województwo warszawskie. Zarys geograficzno-ekonomiczny. PWN, Warszawa 1968. E. Iwanicka-Lyra: Opracowanie metodą wskaźnika sumarycznego cech zagadnienia dynamiki wzrostu aglomeracji warszawskiej w latach 1960-70 (a typescript in the Institute of Geography, Polish Academy of Sciences). T. Lijewski: Dojazdy do pracy w Polsce, "Studia KPZK PAN", vol. XV, Warszawa 1967.
18. M. Kaczorowski: Perspektywy Wielkiej Warszawy, "Prace Instytutu Budownictwa Mieszkaniowego", vol. 28, Arkady, Warszawa 1960, pp. 5-21.
 19. ibidem, p. 13.
 20. Założenia do ogólnego planu perspektywicznego m.st. Warszawy (na tle planu regionalnego Warszawy), Warszawa 1961. A collective study under K. Lier; Problemy planu regionalnego Warszawy. Założenia rozwoju m. st. Warszawy w okresie 1961-1980 (a collective study under K. Lier) Warszawa 1962.
 21. M. Jerczynski: Funkcje i typy funkcjonalne polskich miast, in: Statystyka Polski. Statystyczna charakterystyka miast. Funkcje dominujące. GUS (Central Statistical Office), Warszawa 1977, pp. 20-117.
 22. ibidem, pp. 74-75.
 23. M. Ciechocińska: Rola filii przemysłu Warszawy w aktywizacji gospodarczej woj. warszawskiego, "Gospodarka i Administracja Terenowa" 1969, No 3, pp. 29-32.
 24. Production relationships = social relations among people (mutual interrelations among people) developing during the process of production, "Mała encyklopedia ekonomiczna" PWE, Warszawa 1974, p. 801. A method of production - a union of productive forces and production relationships, ibidem p. 763.
 25. S. Leszczycki: Geografia jako nauka i wiedza stosowana, PWN, Warszawa 1975, p. 15.
 26. Dz. U. No 16, item 109, 2 April 1946
 27. An Act of 12 March 1958
 28. B. Malisz: Zarys teorii kształtowania układów osadniczych, Arkady, Warszawa 1966, p. 121 and passim.

Lech Zawadzki

OBMESTJE - IZBRANI PROBLEMI PROSTORSKEGA RAZVOJA (NA PRIMERU OBMESTJA VARŠAVE)

Prebivalstvo obmestij hitro uveljavlja številne inovacije, kar povzroča, da se povečujejo razlike med gospodarskim razvojem obmestja in agrarnih območij.

Obmestje je del območja, ki neposredno obkroža mesto in ga ne moremo enačiti z obmestnimi področji. Za opredelitev obmestja ni dovolj le položaj v odnosu do mesta. Meje obmestja nimajo oblike kroga s središčem v središču mesta. Obmestje je opredeljeno s kazalci, ki niso vedno enaki, na primer gostota prebivalstva, delež kmečkega prebivalstva, investicijske naložbe, gostota zazi-

dave, časovna oddaljenost od mesta, obseg dnevnih migracij itd; skratka z odnosi med obmestnim in mestnim prebivalstvom ter s funkcijami posameznih delov in njihovimi družbeno-gospodarskimi potezami.

Omejitev varšavskega obmestja je potekala na sledeč način. Prostorski obseg Varšave se določuje s procesi, tako z njihovo intenzivnostjo, številom lastnosti ter s stopnjo njihovega prepletanja in dopolnjevanja. Skupine lastnosti, ki označujejo medsebojne zveze z Varšavo, pa razmejujejo metropolitansko regijo.

Za razmejitev osrednje cone, obmestja in zunanje cone, ki leži še znotraj metropolitanske regije, lahko uporabimo naslednje homogene kriterije:

- stopnjo urbanizacije, izraženo z gostoto zazidave;
- zaposlitveno sestavo, ki pokaže delež prebivalstva, zaposlenega v kmetijstvu in v nekmetijskih poklicih;
- spremembe v gostoti prebivalstva na površinsko enoto;
- čas, potreben za doseg središča mesta (časovne izohrone);
- prostorski obseg dnevne migracije delovne sile.

Osrednja cona je gosto pozidano območje, ki obsega mestno jedro s sosednjimi četrtmi. Mejo osrednje cone v Varšavi oblikujejo stavbe v okrožju Wola na zahodu, varšavska livarna in okrožje Bródno na severu, okrožje Praga in Targówek na vzhodu in stanovanjska četrt Ursynów-Natolin na jugu.

Obmestje je območje med osrednjo in zunanjo cono. Mestni subcentri, neposredno povezana s središčem Varšave in od njega funkcijsko povezana, ležijo znotraj te cone. Mejna mesta v obmestju, ki ga ločijo od kmetijske zunanje cone, so: Grodzisk in Bonie na zahodu, pri čemer je izvzet Kampinonski gozd; Nowy Dwór na severu; Radzymin, Woomin, Sulejówek na vzhodu in Otwock ter Góra Kalwaria na jugu. Obmestje na splošno sovпада s 45-minutno izohrono dnevne migracije. Značilno podaljšanje obmestja proti zahodu, severu in vzhodu sovпада s potekom železniških prog, vzdolž katerih so nanizana naselja.

Intenzivno širjenje varšavskega obmestja po l. 1950 je povzročilo več dejavnikov; eden od njih je bila intenzifikacija kmetijstva in preusmeritev na tržno proizvodnjo. To velja predvsem za območja na zahodnem in južnem delu mesta. Drugi dejavnik je bila industrija, zgrajena v obmestju. Naslednji dejavnik, ki je povzročil razvoj stanovanjske izgradnje v obmestju, je bila omejitev možnosti prijavljanja novih prebivalcev v Varšavi. Močno gradbeno dejavnost v obmestju so narekovala stanovanjske potrebe doseljencev, ki so se hoteli nastaniti čim bližje prestolnici, pa tudi možnosti dodatnega zaslužka polkmetom, ki so oddajali sobe delavcem, zaposlenim v Varšavi.