



Then

2004

An architectural and concrete wasteland (see pictures on page 2)

Now

Living space for

7,000

people

13,000 m²

of green space

5,000 m²

lake

An investment volume of

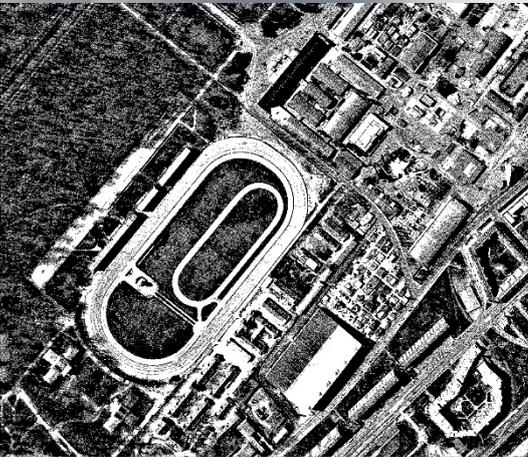
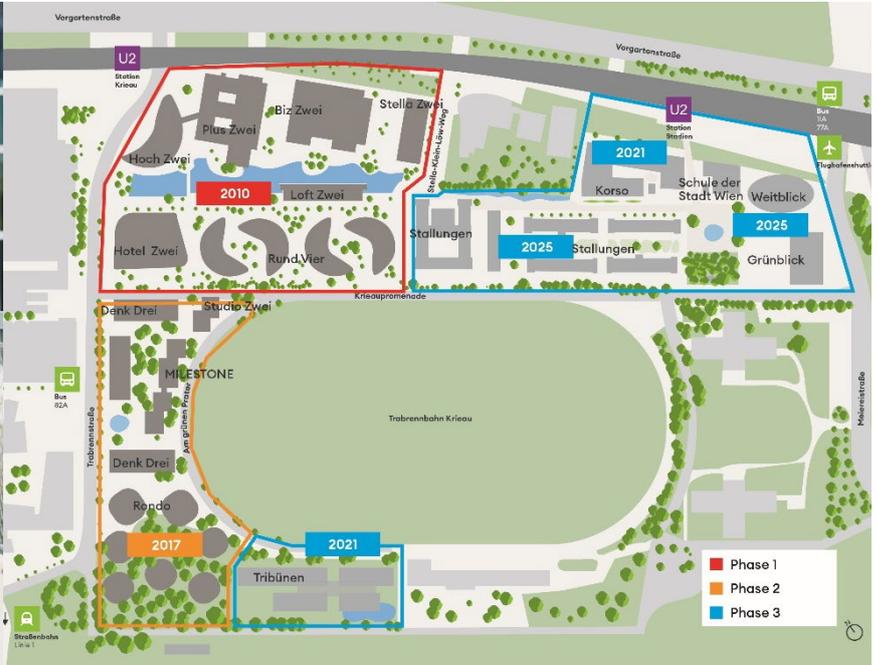
EUR 750 million

Viertel Zwei in Vienna

Viertel Zwei is one of Vienna's most diverse and exciting urban development projects. It is located next to the Green Prater between two underground stations on the U2 line and is in the immediate vicinity of the stadium and Krieau Race Track.

"In 2004, the location known as Viertel Zwei today was anything but a prime location. It was an architectural and concrete wasteland in the middle of Leopoldstadt. Most of the area was fenced off and could not be used by the public. Today, more than 7,000 people live and work in Viertel Zwei. They can also take advantage of 13,000 m² of green space and a 5000 m² lake" says Walter Hammertinger, managing director of Value One Development, a subsidiary of Value One. The company has been helping to open up the neighbourhood to people right from the start and has gladly borne the related commercial risk because it believed in the site's potential.

The company is developing office facilities, retail space, apartments, student apartments and hotels here with a gross floor area totalling 320,000 m² on a total surface area of more than 160,000 m². More than 15,000 people will be living and working in Viertel Zwei by 2024. "We are developers – we had a vision for this location whereby thousands of people would work and live next to a lake in the middle of the city. We have realised this vision and want to pursue it further in Viertel Zwei. We want to achieve quality in the current further development project as well. As in the past, we are developing everything ourselves", says Hammertinger.



The cooperative planning process

The urban development in Krieau is taking place in close cooperation with the City of Vienna. Historical sites will be protected and the needs of the harness racing club taken into account. A cooperative planning process took place from July to December 2013 for this purpose. In dialogue with one another, developers, urban planners, city districts, the urban planning office, the MA 18 and MA 19 municipal departments and transport experts worked out the planning and development of these areas in regular coordination with the Austrian Federal Monuments Office. They also developed the required social infrastructure. This cooperative planning procedure determines which areas will be built on, maximum building height and the appropriate balance between work and living space. In this regard, great emphasis is placed on the revival of the ground floor areas. This has resulted in apartments, social infrastructure such as nurseries and a school extension, student apartments, offices, a supermarket and restaurants.

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