

New Leonardo

The new Leonardo building is owned by a real estate company, JLL. It is one of the most attractive buildings in the street and one can see the marketing efforts the company employs to try to rent out their office spaces. However, forty per cent of its surface is still empty, a tendency that will only increase with the coronavirus crisis, especially when it comes to working spaces. As the building is particularly accessible and close to the Zürich Airport in Kloten (about 6 min by car and 10 by tram), and close to the Oerlikon train station, it is strategically a suitable spot for a distribution centre. This connectivity is much needed when it comes to the flexibility and temporal factor of food distribution and perishable products. The intervention proposes a new local distribution centre for products that arrive by plane. Indeed we see a tendency for more specific knots in the supply chain, which avoid longer paths, and thus use less fuel. The crops arrive with a new tramline; as food logistics require a 24/24-hour fleet of vehicles, the new line goes every 3 or 12 minutes and does not interrupt lines 10 and 11. Inside the building the crops arrive at the reception unit, go to storage, preparation of shipment orders and are finally shipped again with smaller vehicles that distribute the food in Zürich. More irregular products, which have lately seen an increase in popularity, are dismissed in bigger logistic spaces, but contribute heavily to our waste reduction. These crops (brown lines) go directly to the market next door (see Wunderkammer intervention). The inner structure is not destroyed, and only two secondary thin walls are torn down. Next-door, in the high-ceilinged lobby, there is a research centre, linked to the university, for fuels made from waste products that come partly from the Wunderkammer parcel's compost and the nearby Hagenholz recycling centre. There are only a few pilot projects in Europe that research these types of fuels, and an accessible source of goods is needed for research, as they allow a fluid transition into completely renewable energy engines.

