

Project

Terminus Multimodal Hoenheim Nord

Location

Strasbourg, France

Date

1998 / 2001

Client

C.U.S (Communaute
Urbaine de
Strasbourg)

C.T.S (Compagnie
des Transports
Strasbourgeois)

Status

Built

Size

28,000m²

The city of Strasbourg has been developing a new tramline to encourage people to leave their cars outside the city in specially designed car parks, and then take a tram to the more inner parts of the city. Part of this initiative was the development Line, 'B', that will run north to south.

Zaha Hadid has been invited as part of the new artist's interventions, to design the tram-station and a car park for 800 cars at the northern apex of the line. The overall concept is based on overlapping fields and lines that knit together to form a constantly shifting whole. Those 'fields' are the patterns of movement engendered by cars, trams, bicycles and pedestrians. Each has a trajectory and a trace, as well as a static fixture. It is as though the transition between transport types (car to tram, train to tram) is rendered as the material and spatial transitions of the station, the landscaping and the context.

The Station contains a basic program of waiting space, bicycle storage, toilets and shop. This sense of three dimensional vectors is enhanced in the treatment of space: the play of lines continues as light lines in the floor, or furniture pieces or strip-lights in the ceiling. The idea is to create an energetic and attractive space that is clearly defined in terms of function and circulation. The car park is divided into two parts to cater for 800 cars.



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Design
Zaha Hadid Architects
(London, UK)

Local Firm
Albert Grandadam
(Strasbourg, France)

**Project Architect
(Zaha Hadid)**
Stephane Hof

Project Team
Silvia Forlati
Patrik Schumacher
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David Salazar
Caroline Voet
Eddie Can
Stanley Lau
David Gerber
Chris Dopheide
Edgar Gonzalez

General Engineering
Getas/Serue
(Strasbourg, France)

Structure (Station)
GS Projeckt, Luigi
Martino
(Germany, Italy)

The notion of the cars as being ephemeral and constantly changing elements on the site is manifested as a 'magnetic field' of white lines on the black tarmac. These delineate each parking space and start off aligned north/south at the lowest part of the site, then gently rotate according to the curvature of the site boundaries. Overall, the 'field' of the light posts maintains a constant datum height that combines with the gradient of the floor slope. Again, the intention is to reciprocate between static and dynamic elements at all scales.

By articulating the moments of transition between open landscape space and public interior space, it is hoped that a new notion of an 'artificial nature' is offered, one that blurs the boundaries between natural and the artificial environments towards the improving of civic life for Strasbourg.



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