

Quartier de la Porte d'Orléans, Paris

14e Arrondissement

The Porte d'Orléans district is located south of the 14th arrondissement on the border with the city of Montrouge and close to the ring road.

This district is served by many public transport services. However, the spaces around the Porte d'Orléans are hostile and there are high levels of car traffic. This is attributed to the fact that the area provides a connection to the motorway to leave Paris.

The area is a socially mixed and divided district with significant differences in income levels. A tram line runs through the neighbourhood, with different types of housing on either side. On one side is social housing (HBM) up to the Porte de Vanves and the Quartier Montsouris, on the other, less densely populated streets.

These issues coupled with a lack of retail, basic services and public amenities and facilities means the district faces economic, social and environmental issues. These must be resolved in an integrated way to develop a more peaceful, mixed, inclusive and dynamic district. The principles of the 15-minute city may help address this.

In the context of the Students Reinventing Cities, the City hopes to receive ideas for projects and concrete actions to accelerate the climate transition of Paris while improving the quality of life of residents at the neighborhood level. The projects should endeavour to improve public spaces, strengthen basic services and the dynamism of the neighborhood. and be targeted at responding to the needs of the most vulnerable.



Approx. site area: 60 hectares around the Porte d'Orléans on a 15-minute walk scale. This leads approximately to the town of Montrouge to the south, to the entrance to the inner ring and to the Prise d'Avenues school to the north and to the Jean Moulin and Jourdan-Montsouris tram stations.

Demographics: The population is mixed with very disparate income levels - rather high-income households in the north (near Alésia) and lower-income households in the south (near the Porte de Montrouge).

Priority areas & main City expectations:

- Revitalise the neighborhood through making use of available spaces

considering temporary occupancy and multi-use approaches.

- Mitigate the effects of borders and the division of the tram line.
- Breathe new life into the squares bordering the Porte d'Orléans (Edith Thomas & Ambroise Croizat).
- Reduce the place of the car and develop more pedestrianised spaces for the community.
- Increase plant cover of the site to fight against heat islands and improve the living environment.
- Response to the needs of the most vulnerable and isolated populations.

Presentation of the site

The Porte d'Orléans district is located south of the 14th arrondissement on the border with the city of Montrouge.

The district has two important sports facilities: a new swimming pool and the Élisabeth sports center. It also hosts the Refugee House managed by Emmaüs Solidarité. The shops are concentrated on the Général Leclerc axis, while the commercial fabric is less dynamic in the rest of the district.

There are significant differences in income levels across the district - with high-income households in the north (near Alésia) and low-income households in the south (near the Porte de Montrouge). The district is further divided by the tram line with two types of housing on either side. On the one hand social housing (HBM) up to the Porte de Vanves and the Montsouris district, on the other less densely populated (villas, lower buildings, etc.).

These issues coupled with a lack of retail, basic services and public amenities and facilities means the district faces economic, social and environmental issues.

This district is served by many public transport services including metro line 4 and tram line 3a and many buses (38, 58). In addition, the Porte d'Orléans district is just two tram stations from two major student sites: the Cité Universitaire and the Ecole normale supérieure. However, the spaces around the Porte d'Orléans are hostile and there are high levels of car traffic. This is attributed to fact that the area provides a connection to the motorway to leave Paris.

The Porte d'Orléans is also a district with great potential for transformation. Many shops or premises on the ground floor are vacant, buildings and wasteland awaiting projects can accommodate temporary occupation or new final uses (for example, the Maison des Réfugiés au garage Citroën).

City climate priorities and specific environmental issues to address

To achieve climate mitigation goals the project design should look to:

- Reduce car dependency and usage. Investment in cycling infrastructure is needed. New cycling paths began to be installed during the COVID lockdown of May 2020. These should be expanded.
- Introduce measures to help residents adopt low-carbon lifestyles. Many ecological initiatives are being implemented in this district (compost, bulk shops, shared gardens in the Serment de Koufra square and along the Little Belt). They must be scaled up and provided for all residents in the district
- Reduce the urban heat island effect and the impacts of high temperatures, particularly for vulnerable populations.

Other expectations for the site's redevelopment

Mayor Carine Petit's campaign program for the 14th arrondissement proposed several axes for this district, including:

- The transformation of the current Porte d'Orléans.
- Opening of a media library in the old Citroën garage at Porte d'Orléans.

The goal is to include the "Ville du quart d'heure" ("Fifteen-minute city") in these transformations and developments.

The teams should look to develop their proposals through a citizen participation process with the inhabitants, neighborhood councils, associations.

Specific city planning rules and regulations

The Porte d'Orléans district is included in the PLU (Local Urban Plan) which establishes a comprehensive urban planning and development project and accordingly sets the general rules for land use in the territory. Students should look at this plan when developing their design response.



Language requirements

Documents for the registration and final submission can be submitted in English or French.