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REVIEW

A framework for transit-oriented development outcomes in Latin American cities: accessibility, land value capture and displacement

Un marco para los resultados del desarrollo orientado al transporte en Latinoamérica: accesibilidad, captura de valor del suelo y desplazamiento

Dennyse María Patricia Hermosa Guzmán[1]
Alma Delia Figueroa Suarez[2]
Lilian del Carmen López[3]

[1] Universidad de la Amazonia. Florencia, Colombia
[2] Universidad Autónoma de Sinaloa, Vicerrectoría. Mazatlán, México.
[3] Universidad Pedagógica Nacional Francisco Morazán, Honduras

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Corresponding Author: Dennyse María Patricia Hermosa Guzmán

ABSTRACT

Transit-oriented development has become a central strategy for integrating public transport and land use in Latin American cities, yet the regional evidence on its outcomes remains fragmented across the accessibility, land value capture, and displacement literatures. The evidence indicates that transit corridors concentrate development and raise demand, but their accessibility benefits distribute unevenly by income, gender, and location, and that corridor investment capitalizes into land and housing prices ahead of service opening. Land value capture instruments recover only part of this uplift and their redistributive reach depends on institutional design, while displacement and gentrification remain under-measured in the region despite growing price-based evidence from São Paulo, Bogotá, and Chilean cities. Governance arrangements that link transport, land, and housing condition whether transit-oriented development produces inclusion or exclusion. The review articulates these findings into a five-component framework with testable propositions and identifies measurement and protection gaps that warrant further research.

Keywords: transit-oriented development; land value capture; urban displacement; gentrification; public transport; Latin America.

RESUMEN

El desarrollo orientado al transporte se ha convertido en una estrategia central para integrar transporte público y usos del suelo en las ciudades latinoamericanas, aunque la evidencia regional sobre sus resultados permanece dispersa entre las literaturas de accesibilidad, captura de valor del suelo y desplazamiento. La evidencia indica que los corredores de transporte concentran el desarrollo y elevan la demanda, pero sus beneficios de accesibilidad se distribuyen de forma desigual por ingreso, género y localización, y que la inversión en corredores se capitaliza en los precios del suelo y de la vivienda antes de la apertura del servicio. Los instrumentos de captura de valor del suelo recuperan solo una parte de esa plusvalía y su alcance redistributivo depende del diseño institucional, mientras el desplazamiento y la gentrificación siguen submedidos en la región pese a la creciente evidencia de precios en São Paulo, Bogotá y ciudades chilenas. Los arreglos de gobernanza que vinculan transporte, suelo y vivienda condicionan si el desarrollo orientado al transporte produce inclusión o exclusión. La revisión articula estos hallazgos en un marco de cinco componentes con proposiciones verificables e identifica vacíos de medición y protección que requieren investigación adicional.

Palabras clave: desarrollo orientado al transporte; captura de valor del suelo; desplazamiento urbano; gentrificación; transporte público; América Latina.

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INTRODUCTION

Latin American cities consolidated a pattern of low-density, peripheral expansion during the second half of the twentieth century, which concentrated employment and services in central districts while relocating poorer households to distant and underserviced peripheries. Urban form and transit supply together shape travel behavior in the region, and the resulting commutes penalize the households with the fewest resources.(1)

Urban transport systems in Latin America and the Caribbean consequently face a double burden: they must expand coverage across dispersed settlements and, at the same time, finance the maintenance and renewal of aging networks under constrained public budgets.(2)

Transit-oriented development entered this context as a planning concept imported from North American and European practice, promising to couple mass transit investment with compact, mixed-use, and walkable station environments. Its regional diffusion followed the success of bus rapid transit corridors, beginning with Curitiba and Bogotá, whose replication across the

Global South was actively promoted by international think tanks and development banks.(3)Cervero and Dai(4)framed this convergence explicitly as BRT-based transit-oriented development, arguing that the same investments that move passengers can, under the right conditions, restructure land markets.

As a traveling planning concept, however, the model lands unevenly: local institutions reinterpret its components in ways that diverge from the canonical prescriptions.(5)

Three largely separate literatures have accumulated around the outcomes of these interventions. The first measures accessibility and ridership effects, the second examines whether transit investment capitalizes into land and property values and how public instruments capture that uplift, and the third investigates displacement and gentrification around new stations.

Each body of work has advanced on its own, but their findings have not been integrated into a single account of what transit-oriented development actually produces in Latin American cities. This fragmentation matters for policy, because instruments designed to capture value presuppose the same price effects that displacement scholars treat as a threat to affordability.

Recent evidence has made such an integration timely. Bogotá and São Paulo are building or expanding metro systems after decades of bus-based provision, and a wave of quasi-experimental and hedonic studies now estimates the anticipation, capitalization, and equity effects of these projects with methods that were scarce a decade ago.(6,7)

At the same time, the affordability paradox of transit-oriented development, well documented in North American and European settings, is beginning to be tested against Latin American housing markets.(8)

This review synthesizes the literature published between 2013 and 2025 on transit investment and transit-oriented development in Latin American cities. Its objective is to organize the dispersed evidence on accessibility, land value capture, and displacement into a coherent conceptual framework, and to state the propositions that follow from that framework. The guiding question is how transit-oriented development interventions shape accessibility, land value capture, and displacement outcomes across Latin American cities, and which governance conditions separate inclusive from exclusionary results.

DEVELOPMENT

The review organizes the evidence into five components that together form a framework for the outcomes of transit-oriented development in Latin American cities. Each component is introduced by a one-sentence definition and then substantiated with the empirical and conceptual work that supports it.

Component 1. Transit investment as the structuring axis

Transit investment is the structuring axis of the framework, the public commitment that fixes stations and corridors and thereby reorders development expectations, land prices, and travel behavior around them. This component rests on the region's experience with bus rapid transit, which preceded and continues to frame most transit-oriented development in Latin America.

Hidalgo et al.(10)documented the performance of the TransMilenio system in Bogotá and its positive effects on travel times, emissions, and urban image, establishing the corridor as a reference case for subsequent replication.

Bocarejo et al.(11)showed that the same system altered density, land use, and land value along

its corridor, an early demonstration that transit investment in the region does more than move passengers. The idea of converting these effects into an explicit development strategy was formalized by Cervero and Dai,(4)who described bus rapid transit investments as vehicles for transit-oriented development rather than as substitutes for rail.

The built environment around stations mediates how strongly the structuring axis reshapes demand.

Vergel-Tovar and Rodriguez(12)found that population density, destination density, and the mix of land uses around stations predicted ridership across Latin American BRT systems, and Rodriguez and Vergel-Tovar(13)developed a typology of urban development around stations in seven regional cities that showed the diversity of built outcomes behind aggregate performance.

In Quito and Bogotá, Rodriguez et al.(14)measured land development impacts at BRT stops and found that the investments concentrated formal development near stations, although the intensity varied with the regulatory and market context of each corridor. This component therefore links transit provision to land use change, but the link is conditional rather than automatic.

The conditional nature of the axis appears most clearly in the barriers that constrain implementation.

Vergel-Tovar(15)identified institutional, financial, and regulatory obstacles to transit-oriented development with bus rapid transit in Bogotá and Quito, including fragmented land management and limited coordination between transport and planning agencies. In São Paulo, Leite et al.(16) found through spatial analysis that the city advanced toward transit-oriented patterns near rail stations yet failed to secure social inclusion, an outcome that anticipates the equity problem developed in later components.

The regional record therefore treats transit investment as a necessary but insufficient structuring force: corridors establish the possibility of integrated development, while regulation, land assembly, and finance determine whether that possibility materializes.(17)

The trajectory of these systems also illustrates the temporal dimension of the structuring axis. The regional bus rapid transit wave that began in Curitiba and Bogotá is now being followed by a rail cycle, as cities that consolidated bus corridors turn to metro lines to serve demand that bus systems alone cannot absorb, a transition that carries its own financing and displacement risks.(17)

The station-area typologies developed by Rodriguez and Vergel-Tovar(13)acquire analytical value here, because they distinguish corridors where formal development followed investment from corridors where the built environment remained unchanged, and the two cases imply different downstream accessibility and land value outcomes. Put differently, the structuring axis does not end with the physical corridor; it continues through the land market responses that later components examine.

Component 2. Accessibility as the distributive mechanism

Accessibility is the distributive mechanism of the framework, the channel through which corridor investment converts into travel opportunities, and the measure that reveals who actually gains from new infrastructure. It follows that accessibility outcomes must be assessed not only in aggregate but across income, gender, and residential location. The built environment again operates here as a conditioning variable: density and design convert proximity to stations into usable access.

Guzman and Gomez Cardona(18)showed that density-oriented corridors in Bogotá raised BRT ridership at station level and by time of day, and Lamour et al.(19)demonstrated that specific spatial strategies around walkability increased walking in the Belém neighborhood of São Paulo, linking station design to first-mile access.

Aggregate accessibility gains coexist with persistent distributional gaps. Milan and Creutzig(20)estimated that upgrading transit in Medellín improved spatial, income, and gender equity by lifting peripheral fortunes, a case in which an aerial cable car extended formal accessibility to hillside settlements.

Other Colombian evidence complicates this optimistic reading. Arellana et al.(21)compared two cities and found access inequalities that followed residential segregation, while Oviedo et al.(22)showed that accessibility inequalities in Bogotá interact with informal employment, so that the workers who most need cheap and flexible mobility are those least served by formal corridors.

Peña et al.(23)added the workplace dimension, finding that commuting inequalities in Bogotá depend as much on where jobs concentrate as on where residents live.

The measurement of these effects has itself evolved. Guzman et al.(24)argued for utility-based accessibility as an evaluation tool for transport policy, because it captures the value users place on

reaching destinations rather than only their proximity to stations.

Stiller et al.(25)showed in Medellín that semiformal transport fills part of the gap left by formal public transport, a reminder that accessibility frameworks built around formal systems understate the mobility actually available to low-income households.

Compared with European cities, where accessibility and transit-oriented development correlate strongly across metropolitan areas,(26)the Latin American pattern is one of high accessibility near corridors and steep decay elsewhere, a divergence that follows from the region's more segregated and more informal urban structure.

The first-mile problem concentrates this inequality at the station scale. Where walking conditions are poor and feeder services are weak, proximity to a station does not convert into access, a link that Lamour et al.(19)tested directly through walkability strategies around the Belém corridor in São Paulo.

Density plays the complementary role on the demand side, and Guzman and Gomez Cardona(18)showed that its influence varies by time of day, so that corridors designed for peak commuting serve off-peak and peripheral trips less well.

The workplace dimension compounds the problem: commuting inequalities follow the concentration of formal jobs as much as the concentration of residents, and informal workers are the least able to trade wages for central locations.(22,23)

These findings indicate that accessibility is produced jointly by transit supply, the built environment, and the informal mobility that fills the gaps, so that evaluating a corridor only by its aggregate ridership conceals the distributive structure of its benefits.(25)

Component 3. Land value capture as the financing interface

Land value capture is the financing interface of the framework, the set of instruments that convert transit-induced uplifts in land and property prices into public revenue or affordable provision, and the point at which a price effect becomes a policy choice. The component rests on a well-established capitalization finding. Studies of Bogotá converge on the conclusion that bus rapid transit raised residential land premiums and land values along its corridors, with the strongest effects near stations and in the period around service opening.(27,28)

Garza(28)further showed that the spatial and dynamic features of this capitalization matter for how much a municipality can capture, because uplift is anticipated, localized, and temporally uneven.

Villada-Medina(29)estimated the distance-decaying effect of the integrated transport system on home prices in Medellín, and Vergel-Tovar et al.(6)documented anticipation effects of the first metro line in Bogotá on real estate dynamics before construction completed.

The comparative literature corroborates this direction: a meta-analysis of bus rapid transit effects on land and property values reports positive but heterogeneous capitalization,(30)and spatio-temporal modeling in Hong Kong links uplift to the timing and gradient of accessibility change.(31)

The temporal structure of capitalization carries its own design implication: uplift is anticipated before service opening and concentrated in the ring nearest to stations, so capture instruments legislated after prices have already risen leave most of the windfall to private owners, a sequence made observable by the anticipation effects estimated for Bogotá's first metro line.(6)

Put differently, the value available for capture is a moving target, and instruments that act early and near the corridor recover more of it than those that act late or at the municipal scale.

Whether public instruments recover this uplift is a separate and less favorable question. Garza and Gonzalez(32)assessed land value capture in Colombia as an urban system and found that participation in land value increments captures only a fraction of the theoretically available uplift, constrained by administrative capacity and political resistance. In Mexico City,

Echavarria and Monkkonen(33)showed that challenges to equitable and effective land value capture arise from weak cadastral information, informality, and the political economy of development, so that the instruments recover less than their statutory promise and transfer less than their redistributive design intends.

Perez-Moreno(34)argued from a credibility thesis that the social function of land value capture depends on whether states can credibly commit to its rules, and Lobo(35)traced how public and private initiatives in Bogotá's urban renewal negotiated these limits over a decade and a half.

Global work on financing models clarifies what stronger capture requires: Li and Love(36) described how cities integrate land value capture with public-private partnerships to procure rail infrastructure, and their systemic model links capture to project delivery as a single process.(37)

In informal settlements, capture has also been proposed as a source of cross-subsidy for affordable housing provision, although that application remains more aspirational than demonstrated.(38)

Against this record, the rail-plus-property models of East Asian systems serve as the benchmark of full capture, because they unify land acquisition, development rights, and rail finance within a single delivery vehicle.(36,37)

The transfer of that model to Latin America is constrained by the same factors that limit domestic instruments, principally fragmented land ownership, informality, and fiscal rules that separate transport and land budgets. The regional path to stronger capture therefore lies less in importing the benchmark than in sequencing the instruments the region already has before capitalization occurs, and in tying their revenue to affordable provision rather than to general budgets. The design and documented outcomes of the main regional instruments are synthesized in the second table (Table 1).

Table 1. Land value capture instruments tied to transit investment in selected Latin American cases.

Instrument	City or country	Mechanism	Documented outcome
Contribución de valorización	Bogotá, Medellín (Colombia)	Betterment levy on properties benefiting from public works	Recovers part of uplift; constrained by administrative capacity
Participación en plusvalías	Colombia	Tax on land value increments from planning decisions	Captures a fraction of available uplift; uneven enforcement
Outorga onerosa and CEPAC	São Paulo (Brazil)	Sale of additional building rights; certificates auctioned for urban operations	Finances redevelopment; equity outcomes contested
Capital gains recovery	Santiago (Chile), Mexico City	Partial recovery of land value increments	Politically contested; weak cadastral base limits yield
Public-private capture models	Global reference cases	Land value capture integrated with rail procurement	Stronger capture where capture and delivery are unified

Component 4. Displacement and gentrification as the exclusionary outcome

Displacement and gentrification are the exclusionary outcome of the framework, the distributive consequence by which the same price effects that enable land value capture also price out vulnerable households. This component derives from a literature that is causally well developed outside the region and still emerging within it.

In Denver, Bardaka et al.(39)used quasi-experimental methods to identify transit-induced gentrification and its spatial spillovers around light rail stations, and Dawkins and Moeckel(40) modeled which households stay and which leave as neighborhoods change.

Dong(41)framed the resulting affordability paradox: the households that would gain most from living near transit are those least able to pay the premium that transit itself creates. Reviews of this evidence concur that gentrification is a frequent but not universal companion of new rail investment, contingent on neighborhood baseline conditions and on the strength of housing protections.(8,9)

Stokenberga(42)reached a parallel conclusion for bus rapid transit, whose land development and property value effects are real but weaker and more variable than those of rail.

The methodological strength of the international evidence gives the regional literature a template it has only begun to apply. Difference-in-differences and spatial regression designs identify station effects on prices, in-migration, and out-migration, and they isolate the role of baseline neighborhood conditions in determining whether upgrading or displacement dominates.(39,40)

The regional studies closest to this standard are the São Paulo station analysis and the Bogotá anticipation study, both of which find price pressure concentrated near stations but stop short of tracking household movement.(6,7)The gap is therefore one of data more than of method, and it can be closed with the administrative and transaction records that Latin American cities already collect.

Within Latin America, direct evidence of displacement is thinner, but price-based and perceptual studies point in the same direction.

Ostrensky et al.(7)found that new metro stations in São Paulo were followed by rising prices and by gentrification signals in surrounding areas, one of the few regional studies to connect station opening to neighborhood change explicitly.

In Bogotá, the anticipation effects of the first metro line on real estate dynamics documen-

ted by Vergel-Tovar et al.(6)imply that price pressure begins before residents can benefit from the service, a sequence that raises the risk of exclusionary displacement.

López-Morales and Herrera(43)extended the rent gap argument to verticalizing Chilean cities, showing how gentrification operates through land assembly and high-rise redevelopment in Iquique and Antofagasta rather than only through incumbent upgrading.

The broader Latin American literature frames these processes as historically specific: López-Morales et al.(44)argued that gentrification in the region is entangled with informality, displacement, and the return of the state to central cities, and Betancur(45)cautioned against importing Northern categories without accounting for the region's different land tenure and housing regimes.

Where perceptions have been measured directly, as in Barranquilla after the implementation of a BRT system, residents recognize accessibility improvements but also report concerns about rising costs and neighborhood change.(46)The direction of research points toward closer measurement of residential displacement, which remains the least observed link in the chain.(47)

Component 5. Governance as the conditioning layer

Governance is the conditioning layer of the framework, the institutional arrangement that determines whether the accessibility and price effects generated upstream are captured, redistributed, or left to exclude. Put differently, the previous components produce a potential; governance decides its distribution.

Yip et al.(48)developed an analytical framework for justice in transit-oriented development that places distributive, procedural, and recognition concerns at the center of station planning, arguing that equity does not emerge from design alone.

The Curitiba case illustrates the point empirically: Turbay et al.(49)found that the city's celebrated transit-oriented model delivers accessibility but reproduces equity gaps in employment and housing, so that proximity to the network does not translate into comparable opportunities across social groups.

São Paulo's spatial advances toward transit-oriented patterns likewise coexist with insufficient social inclusion, a gap the authors attribute to housing policy rather than to transit planning.(16)

The contrast with cases where transit-oriented development is imposed on low-income neighborhoods clarifies the mechanism. In Malmö, Derakhti and Baeten(50)showed that transit-oriented development in a low-income district produced contradictions between regeneration goals and residents' needs, because the framing of the intervention did not include the residents as beneficiaries.

Revington(51)argued more generally that neoclassical accounts of transit and land use obscure the power relations and policy choices that steer gentrification, so that outcomes attributed to markets are the product of decisions about zoning, tenure, and subsidy.

Financial fragility is a further conditioning factor in emerging economies: Rahman et al.(52) documented how a property-led transit-oriented development model reaches a tipping point when land sales cannot sustain project finance, exposing the model to institutional and market shocks.

Evaluations of transit-oriented development in developing-country contexts similarly find that the institutional prerequisites of the canonical model are absent where land markets are informal and fiscal capacity is low, which weakens the transferability of Northern design standards.(53)

These governance constraints echo the structural conditions identified in the regional transport literature, where fragmented institutions, informality, and fiscal limits shape what transport investment can achieve.(1,2)

The conditioning layer also operates through the financing model. Where corridors are delivered through land sales or property-led instruments, the fiscal viability of the project depends on the very price increases that produce exclusion, so that governance faces a structural trade-off between solvency and affordability.(52)

Curitiba demonstrates the limits of relying on a celebrated design: the city's network delivers accessibility at low cost, yet its equity outcomes diverge by income and housing location, which the authors trace to housing policy rather than to the transit system itself.(49)

This finding clarifies why the framework treats governance as a separate component: design excellence can coexist with distributive failure, and closing the gap requires instruments that operate on land and housing, not only on stations.

The integrated framework

Within this framework, the five components relate to one another as a causal sequence with

a conditioning layer, not as independent findings. Transit investment fixes corridors and creates the expectation of accessibility; accessibility improvement raises the value of well-located land; that uplift invites land value capture; and the same uplift, where capture and protection are absent, produces displacement and gentrification.

Governance conditions each transition, from the design standards that determine whether density becomes access, to the fiscal and regulatory instruments that decide whether uplift is captured or left to the market, to the housing protections that separate inclusive from exclusionary outcomes. It follows that the framework yields three testable propositions.

First, the accessibility effect of a corridor is strongest where station-area regulation permits density and mixed use, and it decays where the surrounding built environment remains unchanged. Second, capitalization is anticipated and localized, so that capture instruments that act early and near stations recover a larger share of uplift than those that act late or at the municipal scale.

Third, displacement risk rises where accessibility gains and capitalization coincide with weak tenant protections and no inclusionary requirement, and it falls where capture is explicitly tied to affordable provision. The framework is represented in the conceptual figure (Figure 1), and the components, their key findings, and their representative evidence are synthesized in the first table (Table 2).

Figure 1. Conceptual framework for the outcomes of transit-oriented development in Latin American cities.

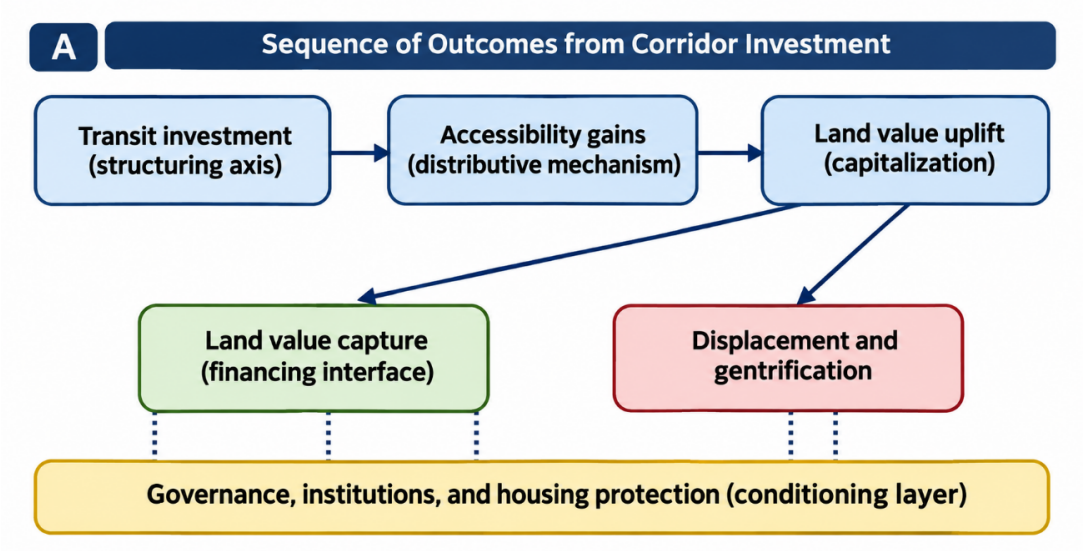


Table 2. Components of the framework, key findings, and representative evidence.

Component	Role in the framework	Key findings	Representative evidence
1. Transit investment	Structuring axis	Corridors reorder development expectations and land use; effects are conditional on regulation and land assembly	TransMilenio performance; BRT stop typologies; TOD barriers
2. Accessibility	Distributive mechanism	Built environment converts proximity into access; gains distribute unevenly by income, gender, and location	Bogotá and Medellín accessibility and commuting studies
3. Land value capture	Financing interface	Uplift is anticipated and localized; instruments recover a fraction of it depending on institutional design	Hedonic and institutional studies of Bogotá, Medellín, Mexico City
4. Displacement and gentrification	Exclusionary outcome	Price pressure precedes service and concentrates near stations; direct displacement remains under-measured	São Paulo metro, Bogotá metro anticipation, Chilean rent gap
5. Governance	Conditioning layer	Justice, housing policy, and fiscal capacity determine whether capture redistributes or excludes	Justice frameworks; Curitiba equity; property-led fragility

The ordering of the components also explains why the literature has produced apparently contradictory verdicts. Studies that stop at the accessibility component report that transit investment improves equity, as in the Medellín cable car case,(20)while studies that extend to price and displacement report exclusion, as in São Paulo.(7)

Within this framework, the two verdicts are not in conflict: they describe the same corridor at different depths of the sequence, and the depth at which analysis stops determines whether the intervention looks redistributive or regressive. The practical value of the framework is to make that depth explicit.

DISCUSSION

This review set out to organize the dispersed evidence on accessibility, land value capture, and displacement into a coherent framework for transit-oriented development in Latin American cities. The synthesis delivers a five-component model in which transit investment structures the corridor, accessibility distributes its benefits, land value capture mediates its financing, displacement marks its exclusionary edge, and governance conditions every transition from one component to the next.

The contribution of the framework lies less in any single finding than in the sequence it makes explicit: the price effects that capture instruments presuppose are the same effects that displacement scholars treat as a threat, and the two literatures therefore describe different moments of one process rather than competing accounts.

The framework extends rather than replaces the canonical design models of transit-oriented development. Where the density, diversity, and design formulations measure whether a station area resembles the ideal type, the present framework measures what the intervention produces for access, land, and residents.

Its accessibility component maps onto the node-place logic that Papa and Bertolini(26)used to diagnose transit-oriented development in European metropolitan areas, but it adds the two downstream consequences that the node-place model leaves implicit: value uplift and residential exclusion.

The governance layer aligns with the justice framework advanced by Yip et al.,(48)which insists that distributive and procedural justice be specified rather than assumed in station planning. Within this framework, justice is not a sixth component but the test that governance either passes or fails.

The regional evidence converges on two propositions and diverges on a third. Capitalization near stations is the most robust convergence: hedonic studies of Bogotá, Medellín, and São Paulo, together with the international meta-analytic literature, agree that transit investment raises land and housing values with a gradient that decays with distance and an anticipation effect that precedes service.(6,11,27,29,30)

Accessibility improvement is a second, more qualified convergence: corridors expand access, but the distribution of that access by income, gender, and workplace location varies sharply across cases.(20-22)

Displacement is the divergence. Direct evidence of residential displacement in Latin America remains scarce, whereas causal studies in North America identify it repeatedly.(39,40)This review attributes the divergence to measurement rather than to a weaker underlying process, because the price and perception signals that precede displacement are already documented in the region.(7,46)

Previous syntheses support the sequencing claim. The systematic review by Padeiro et al.(8) concluded that transit-oriented development and gentrification are associated but not identical, and that the association is strongest where accessibility gains are largest and housing protections weakest, a pattern that matches the position of the displacement component in the present framework.

Delmelle(9)framed the state of the debate as a contest between accessibility optimists and displacement pessimists who examine different populations at different moments, and Bardaka(47) identified measurement and methodological development as the next frontier. The framework contributes to that debate by locating the two readings in one sequence rather than choosing between them.

The practical implications follow from the sequence the framework exposes. Land value capture instruments should be designed around the anticipation and localization of uplift, acting early and near stations rather than at the municipal scale, a prescription supported by the dynamic capitalization estimates of Garza(28)and the institutional analysis of Echavarria and Monkkonen.(33)

Capture should be tied to affordable provision wherever the evidence shows price pressure,

because capture without protection reproduces the exclusion the framework predicts. Finally, accessibility policy in the region cannot be limited to formal systems: the role of semiformal transport in sustaining access for low-income households means that corridor planning should account for the modes people actually use.(25)

For the mobility and equity audiences this journal addresses, the framework has two direct consequences. The first concerns measurement: accessibility that counts only formal stations overstates the mobility of low-income households, whose trips depend on semiformal and informal services that standard instruments ignore.(22,25)

The second concerns institutional sequencing: land value capture, inclusionary housing, and tenant protection are not optional additions to a corridor but the instruments that decide its distributive outcome, and they must be legislated before capitalization occurs if the public is to share the uplift it creates.(6,28)

Cities that delay these instruments until after land prices have risen foreclose the very capture that would finance affordable provision.

The justice framing advanced by Yip et al.(48)and the equity evidence from Curitiba and São Paulo converge on a single operational conclusion: distributive outcomes are set by housing and land policy, not by transit design alone.(16,49)

The framework translates this into testable form, because each of its transitions can be observed and quantified with the quasi-experimental and hedonic methods now standard in the field.

The transition from investment to accessibility can be measured with utility-based indicators, the transition from accessibility to uplift with hedonic and difference-in-differences designs, and the transition from uplift to displacement with the household panels that the region has yet to build.(7,24,39)

The limitations of this review are integrated into its design choices and suggest their own remedies. The selection was documented but not exhaustive, and it may underrepresent planning scholarship published in Spanish in regional journals beyond those indexed by the three sources consulted; adding SciELO and Redalyc would widen that coverage.

The databases themselves carry a publication bias toward significant capitalization results, so the positive convergence reported here may overstate the average effect; preregistered negative findings would correct it.

The most consequential limitation is inherited from the underlying literature: displacement is inferred from prices and perceptions rather than measured directly, and longitudinal household data are needed before the third proposition of the framework can be tested rigorously. Each of these limitations is addressable, and none undermines the central claim that the three bodies of evidence belong to a single sequence.

The research agenda that follows is concrete. The three propositions stated in the synthesis, concerning the station-area conditions of accessibility gains, the timing and scale of capture, and the protective conditions that separate inclusion from exclusion, can each be specified as falsifiable hypotheses and tested with the quasi-experimental designs now common in the field.(47)

Comparative work across the region's metro expansions in Bogotá, São Paulo, Santiago, and Lima would be the natural laboratory for such tests, because those projects vary in governance, in capture instruments, and in housing protection while sharing the same underlying price mechanism.(2,17)

CONCLUSIONS

The review consolidates three literatures that have developed in parallel into a single account of transit-oriented development in Latin American cities. Transit corridors structure development and expand accessibility, but that accessibility is distributed unevenly across income, gender, and location; the same corridors capitalize into land and housing prices before service opens; and land value capture recovers only part of that uplift under the region's institutional constraints. Where capture and tenant protections are weak, the price effects that finance transit are also the mechanism that displaces the households transit is meant to serve.

The framework's practical message is that accessibility, capture, and displacement are not separate policy domains but successive stages of one process, and that governance is the layer that decides the outcome. Cities that bind capture instruments to affordable provision, that plan for the informal mobility their residents already use, and that measure displacement directly rather than by proxy will be better positioned to deliver the inclusion that transit-oriented development promises and that the region's evidence shows it does not yet reliably produce.

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AUTHORSHIP CONTRIBUTIONS

Drafting – original draft: Dennyse María Patricia Hermosa Guzmán, Alma Delia Figueroa Suarez, Lilian del Carmen López.
Writing–review and editing: Dennyse María Patricia Hermosa Guzmán, Alma Delia Figueroa Suarez, Lilian del Carmen López.