Transit-Oriented Development in Lima
A TOD strategy and design for mass transit nodes of Metro Line 1

How to tackle public transport related problems of Lima - a large city in a developing country, characterized by high levels of informality and socio-spatial segregation - using Transit-Oriented Development for Metro Line 1?

VISION FOR EACH STATION AREA

Design Interventions

Typology of Station Areas

TOD Area Analyses

Metro Corridor Analysis

Developing Sub-centres

Car-oriented

High density, low mixed-use

Peripheral of Cities

Residential Sites

Activity corridor with activity centres

Transition corridor - use of the metro line

VILLA EL SALVADOR

Developing sub-centre has a high mixed-use degree and density.

Why: location at the end of the corridor and close to the industrial park.

METRO CORRIDOR ANALYSIS

MIGUEL GRAU

Metropolitan Hub with a high degree of mixed-use.

Why: its future connection to another metro line.

CABITOS

Metropolitan Hub with its own identity, a mixed-use area with offices, small businesses and local commerce.

Why: not extremely high employment density.

CARACAS

Residential site

Why: not extremely high employment density.

METROPOLITAN HUBS

Residential Site

Why: not extremely high employment density.

METROPOLITAN CROSSROADS

Residential Site

Why: not extremely high employment density.

DEVELOPING SUB-CENTRES

Residential Site

Why: not extremely high employment density.

City Centres

City Centre

Why: not extremely high employment density.

RESIDENTIAL SITES

Residential Site

Why: not extremely high employment density.

TRANSITION CORRIDOR

Activity corridor with activity centres

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