

Summary

In 2026, Naranja is part of a mature South Dade rapid-transit corridor served by the South Dade TransitWay and the Metro Express Bus Rapid Transit (BRT) system. Naranja is directly served by the SW 264 Street BRT station.

The 2020 Census counted 13,509 residents in the Naranja Census Designated Place (CDP), compared with 8,303 in 2010 - an increase of approximately 62.7 percent over the decade. The 2020-2024 American Community Survey reports a median household income of \$53,984, per-capita income of \$24,450, a poverty rate of 30.3 percent, and a mean commute time of 32.8 minutes. These indicators point to a community experiencing strong growth while retaining significant transportation-equity and affordability concerns.

For this report, the Naranja CDP refers to the U.S. Census Bureau's 2020 statistical boundary. It is generally centered on the US-1/South Dade TransitWay corridor around SW 264 Street, extending roughly from the SW 240s to the SW 280s and from the SW 140s avenues eastward toward SW 137 Avenue. The CDP is a Census statistical geography and is not coterminous with the larger Naranja Lakes CRA.

At the same time, the Naranja Lakes Community Redevelopment Agency (CRA) is pursuing a 2025 redevelopment plan centered on affordable housing, walkability, park connectivity, infrastructure modernization along South Dixie Highway, transit-oriented development, small-business support, and redevelopment of vacant land. In March 2026, the Miami-Dade County Board of County Commissioners assumed the powers and responsibilities of the Naranja Lakes CRA.

1. Definition of Boundaries

Naranja is an unincorporated community in southern Miami-Dade County along South Dixie Highway (US-1) and the South Dade TransitWay. Census statistics cited in this report are for the Naranja Census Designated Place (CDP) and Naranja Lakes Community Redevelopment Agency (CRA) is a larger transportation planning area, which includes Naranja CDP.

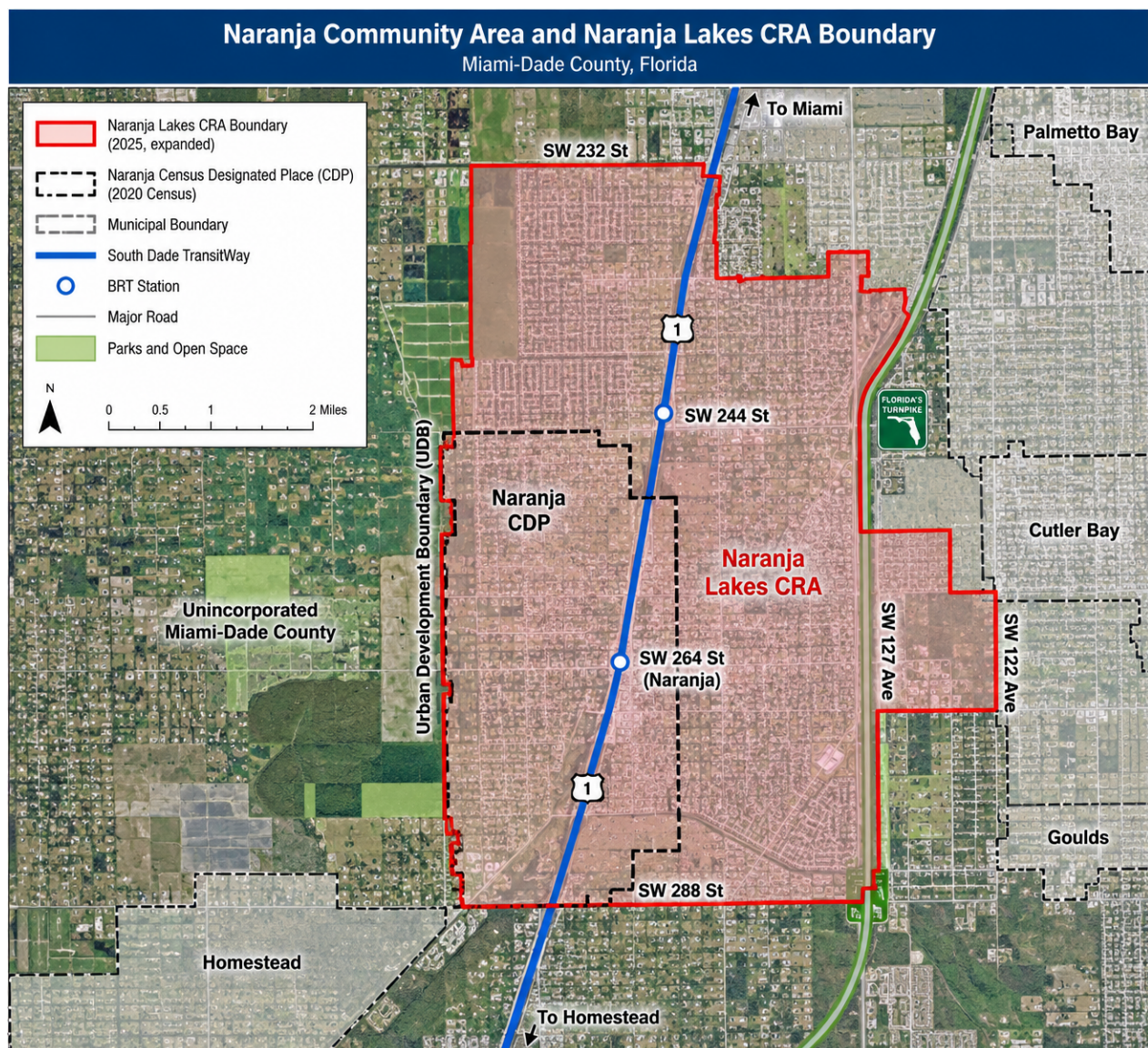


Figure 1. Naranja Lakes CRA Boundary and Community Context

Data sources: Miami-Dade County Naranja Lakes Community Redevelopment Plan Update (2025); Miami-Dade County Naranja Lakes CRA / Community Redevelopment Area GIS and legislative boundary records; Miami-Dade County Department of Transportation and Public Works, South Dade TransitWay station information (2026). Map prepared for ETAP CBR, 2026.

2. Historical Context

Naranja developed in the early twentieth century as one of the small communities associated with Henry Flagler's Florida East Coast Railway. The name "Naranja," Spanish for orange, reflects the citrus agriculture that characterized the area. Early agricultural development was affected by crop disease and major hurricanes, and the community remained comparatively small and agriculture-oriented for much of the twentieth century.

Growth accelerated as southern Miami-Dade County urbanized during the 1960s and 1970s. The nearby Homestead Air Force Base also influenced residential patterns. Hurricane Andrew in 1992 caused severe damage across southern Miami-Dade, including Naranja, and recovery was prolonged.

3. Population and Demographics

Naranja has experienced substantial population growth. The U.S. Census Bureau counted 8,303 residents in the Naranja CDP in 2010 and 13,509 in 2020. This represents an increase of approximately 5,206 residents, or

62.7 percent, in one decade. Population density increased from about 5,699 persons per square mile in 2010 to about 9,012 persons per square mile in 2020.

For current socioeconomic measures, the 2020-2024 American Community Survey provides the most consistent recent five-year dataset for the Naranja CDP. The ACS reports median household income of \$53,984, per-capita income of \$24,450, a poverty rate of 30.3 percent, and a mean commute time of 32.8 minutes.

4. Land Use, Housing, and Redevelopment

Land use and transportation are increasingly intertwined in Naranja. Residential growth, redevelopment activity, vacant or underutilized parcels, and the South Dade TransitWay create an opportunity to coordinate mobility investments with housing, public facilities, and economic development.

The Naranja Lakes CRA was created in 2002. Its 2025 Community Redevelopment Plan Update identifies a broad program of investment, including expansion of affordable housing options, small-business support, park connectivity and walkability, redevelopment of vacant land near the Naranja Branch Library, modernization of infrastructure along South Dixie Highway, leveraging the SMART Plan transit station, development of a Main Street retail and dining district, public-safety improvements, community facilities, and redevelopment of vacant County land near Homestead Air Reserve Base.

The plan's transportation-related recommendations include improved access to the South Dade TransitWay, stronger pedestrian and bicycle connections, and coordinated infrastructure improvements. The governance context also changed recently. On March 3, 2026, the Miami-Dade County Board of County Commissioners adopted Resolution R-145-26 declaring the Board itself to be the Naranja Lakes Community Redevelopment Agency and assuming the agency's powers and responsibilities.

5. Transportation characteristics and opportunities

Naranja remains strongly connected to regional travel. The ACS reports a mean travel time to work of 32.8 minutes for workers age 16 and older.

The most important change is the transformation of the former South Miami-Dade Busway into the South Dade TransitWay BRT corridor. The corridor extends approximately 20 miles from Dadeland South Metrorail Station to the SW 344 Street Park-and-Ride/Transit Terminal. It includes 14 BRT stations and operates in a dedicated right-of-way along the US-1 corridor, with signal-preemption technology, upgraded intersections, rail-style safety treatments, and modern station facilities.

The SW 264 Street station directly serves the Naranja area. Metro Express (Route 601) and TransitWay Local (Route 602) began operating in 2025. A Miami-Dade County performance update covering November 2025 through May 2026 reported 1.8 million trips through the end of May 2026. County materials also report that the two TransitWay routes were attracting approximately 2,500 more weekday riders than the prior express service. These data demonstrate that the corridor should now be treated as an operating rapid-transit asset, not a future or recently extended busway.

The value of the SW 264 Street BRT station depends partly on whether residents can reach it safely and comfortably without a car.

Sources

1. U.S. Census Bureau. U.S. Census Bureau QuickFacts: Naranja CDP, Florida. 2026. Source Includes 2010 and 2020 Census population and 2020-2024 ACS indicators.
2. U.S. Census Bureau. ACS 2024 5-Year Estimates, S1903 - Median Income in the Past 12 Months. 2024. Source Median household income and related income measures.

3. Miami-Dade County Department of Transportation and Public Works. South Dade TransitWay Corridor. 2026. Source Official corridor overview and Metro Express status.
4. Miami-Dade County. South Dade TransitWay Stations Map. 2026. Source Shows 14 BRT stations, including SW 264 Street.
5. Miami-Dade County. South Dade TransitWay BRT - Updates & Optimizations Summary (November 2025-May 2026), Legislative Matter 261386. 2026. Source Reports 1.8 million trips through May 2026.
6. Miami-Dade County. Transit Corridor Development Program Grant / South Dade TransitWay, Legislative Matter 260354. 2026. Source Describes the 20-mile corridor and increased weekday ridership.
7. Miami-Dade County. Naranja Lakes Community Redevelopment Plan Update 2025. 2025. Source Current redevelopment priorities and transportation-related opportunities.
8. Miami-Dade County. Naranja Lakes Community Redevelopment Agency. 2026. Source Current agendas, budgets, annual reports, audits, and legislation.
9. Miami-Dade County. Resolution R-145-26 / Legislative Matter 252313. 2026. Source BCC assumption of Naranja Lakes CRA powers and responsibilities.
10. Miami-Dade County. Naranja Lakes CRA Expansion / Updated Redevelopment Plan (2017). Source Established expanded CRA geography used for the report area-of-interest description.
11. Miami-Dade County. Resolution R-823-25 / Naranja Lakes CRA Expansion. 2025/2026. Source Current legislative record regarding the reduced expansion area.
12. Figure 1 map sources: Miami-Dade County. Naranja Lakes Community Redevelopment Plan Update 2025; Miami-Dade County Community Redevelopment Area GIS / Naranja Lakes CRA boundary records; Miami-Dade County Department of Transportation and Public Works. South Dade TransitWay Stations Map, 2026. Sources used to depict the CRA area of interest, TransitWay corridor, and BRT station context.
13. U.S. Census Bureau. 2020 Census TIGER/Line and Cartographic Boundary Files - Places, Florida. 2020/2021. Source for the Naranja CDP statistical boundary; Census place boundaries are defined for statistical data collection and tabulation.