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APPENDIX



FEBRUARY 2025

Gretna Comprehensive Plan

State of the City Report

Section 1: Setting the Stage

Overview

In 2023, the City of Gretna, Nebraska embarked on a journey to create a new comprehensive plan, a guiding vision and roadmap for the future of the community's physical, economic, and social development over the next 10 to 20 years. The Comprehensive Plan will be the result of substantial analysis of the City's current conditions including its downtown, housing, economic landscape, infrastructure, and urban design, as well as extensive collaboration and input from the residents and stakeholders that represent the voice of Gretna.

Gretna, located in western Sarpy County, 20 miles southwest of Omaha and 40 miles northeast of Lincoln, is one of the fastest growing cities in the fastest growing county in the state of Nebraska. Home to more than 9,000 people, Gretna offers an exceptional education system, proximity to a regional transportation network, a historic downtown, and vibrant commercial corridors and districts, notably the regional destination Nebraska Crossing. Gretna has gained recognition for its quaint small-town charm and its tightly knit community, which actively sustains an array of educational, civic, and social resources dedicated to building community.

The community is growing at a rapid rate and a new comprehensive plan will help to guide growth and ensure that the community has a say in the City's development. The new comprehensive plan update will address key issues such as sustainability, resiliency, and economic development. The result of this planning process will be a holistic, forward-looking plan that can help Gretna create the future its community desires. Above all, this plan will capitalize on what makes Gretna unique, helping to maintain its charming small-town feel, while still welcoming new opportunities for its residents and businesses.

The Planning Process

The Gretna Comprehensive Plan is a yearlong undertaking that began in May of 2023 and spans three phases:

Phase 1: Engage & Assess

The purpose of Phase 1 is to gain a thorough understanding of Gretna's current conditions and community needs. Phase 1 includes a dynamic and inclusive community engagement strategy that involves a wide range of community voices including local stakeholders, residents, committees, and public agency representatives. The analysis and engagement establish a foundation of knowledge, summarized in this State of the City report, that will guide the formation of the plan.

Phase 2: Envision

During Phase 2 the planning team will work with City leaders and stakeholders to generate a collective community vision and strategy for future land use and development. Several visioning sessions and workshops will provide opportunities to explore a variety of planning ideas. This idea exchange will introduce a series of solutions to address community planning issues and opportunities related to housing, economic development, downtown and neighborhood improvements, natural resources and open space, thoroughfares, and mobility.

Phase 3: Plan & Implement

Phase 3 is where the plan comes to life. The Planning Team and City will finalize the vision and goals and begin to craft implementable strategies. An accountability framework will include performance metrics, phasing approaches, departmental responsibilities, and local partnerships to ensure the success of the plan. After final approval, the completed plan will contain numerous planning strategies and recommendations, as well as a roadmap for realizing the community's shared aspirations.

Contributing Planning Efforts

PlanGretna: Gretna Comprehensive Plan 2009

The City of Gretna adopted the current PlanGretna Comprehensive Plan in Spring of 2009 and incorporated updates in 2014, 2017, 2020, and 2022. The original Plan was a joint effort between the City of Gretna, Gretna School District, and the Gretna Area Development Corporation. The Comprehensive Plan promotes orderly growth and development for the City, provides policy guidelines, and enables citizens and elected officials to make informed decisions about the future of the City. The Plan includes an overarching vision statement and key goals, objectives, and policies organized by topic. The future land use and character areas outline a roadmap towards implementation. The new comprehensive plan will bring forward goals, objectives, and policies from this Plan.

The Crossings Corridor Master Plan

The City of Gretna adopted The Crossing Corridor Master Plan in 2022 to identify a unified vision and a plan for the growth and development of the Highway 31 and I-80 corridor area. The plan builds on the creation of Gretna Crossing Park, opened in September 2023, at the Northern end of the corridor. The process began in response to recent growth activity and development interest in the corridor and resulted in a detailed plan including desired mix of land uses, design criteria, infrastructure needs, and a funding and implementation strategy. The plan is built on the following goals that will be brought forward into the comprehensive plan:

- Leverage the proximity of Interstate I-80 and the community's position between Omaha and Lincoln to help ensure the long-term fiscal health of Gretna.
- Create a unique identity for Gretna Crossing that is welcoming to all, by being respectful of Old Town Gretna while looking to the future.

- Enhance Gretna’s quality of life by promoting walkability and bikeability through a diverse mix of commercial and residential development within Gretna Crossing that is for residents, workers, and visitors.
- Enhance the recent park and recreation investment to connect the surrounding Gretna community through recreation and trail systems, allowing this to be the core of the community’s fabric.

Planning in Nebraska

Nebraska State Statute requires the inclusion of certain elements within a Comprehensive Plan. The inclusion of these elements is meant to guide anticipated long-range future growth. The Gretna Comprehensive Plan will include each of these elements, which are described below.

- **Land-use element** - The land use element will designate the proposed general distributions, general location, and the extent of the uses of land for agriculture, housing, commerce, industry, recreation, education, public buildings and lands, and other categories related to the use of land.
- **Transportation & Mobility** - The transportation and mobility element will determine the general location, character, and extent of proposed major roads, streets, highways, and other transportation routes and facilities.
- **Community Facilities** - The community facilities element will designate the general location, type, capacity, and area served of present and projected or needed community facilities including recreation facilities, schools, libraries, public buildings, and public utilities and services.
- **Energy Infrastructure** - In 2010, Nebraska Legislators passed LB 997, which requires all municipalities and counties, except for villages, to adopt an energy component into their comprehensive plan. This energy element will focus on energy infrastructure and energy use by sector, utilization of renewable energy sources, and the promotion of energy conservation measures that benefit the community.
- **Annexation Study** - The annexation study will include the estimated cost impact of providing services to the land proposed for annexation, state the method by which the city plans to finance the extension of services, include a timetable for extending services to the land, and include a map clearly delineating the land proposed for annexation and the general land-use pattern of that land.

Comprehensive Plan Purpose

A comprehensive plan serves as a guiding vision, an actionable roadmap, a development framework, and a decision-making aide. It also serves as a record of the community’s desires and needs, outlining the goals and the strategies needed to fulfill them. For a community that is growing and changing at the magnitude of Gretna, the Comprehensive Plan takes on a critical role. Every decision made now has the potential to drastically impact the City’s future form, its livability, and its overall character. The following are the key purposes of the Gretna Comprehensive Plan, each an essential component:

- **Long-term Vision.** The Comprehensive Plan will set forth a long-term vision for the future, alongside the essential strategies and goals required to realize that vision. The

document will serve as a point of reference and provide guidance for local leaders when making decisions.

- **Land Use and Development Framework.** The land use and development framework helps to organize and manage urban growth effectively and defines how land within the city should be used, whether for residential, commercial, industrial, recreational, or other purposes.
- **Public Investment Guide.** In numerous municipalities, the comprehensive plan holds legal status, serving as a guiding document for zoning and development determinations. Local authorities rely on it as a foundation for land use decisions and the ongoing refinement of zoning regulations.
- **Public Input.** The planning process involves extensive community input and engagement to integrate the viewpoints and preferences of both residents and stakeholders.

State of the City Organization

The State of the City comprises seven sections covering various aspects of community conditions including demographics, market analysis, existing land use, as well as input from residents and stakeholders on key planning issues and strategies. The report sections are as follows:

- Section 1: Setting the Stage
- Section 2: Gretna Yesterday & Today
- Section 3: Gretna Speaks
- Section 4: Market Assessment
- Section 5: Land Use & Development Framework
- Section 6: Mobility & Connectivity
- Section 7: Community Systems

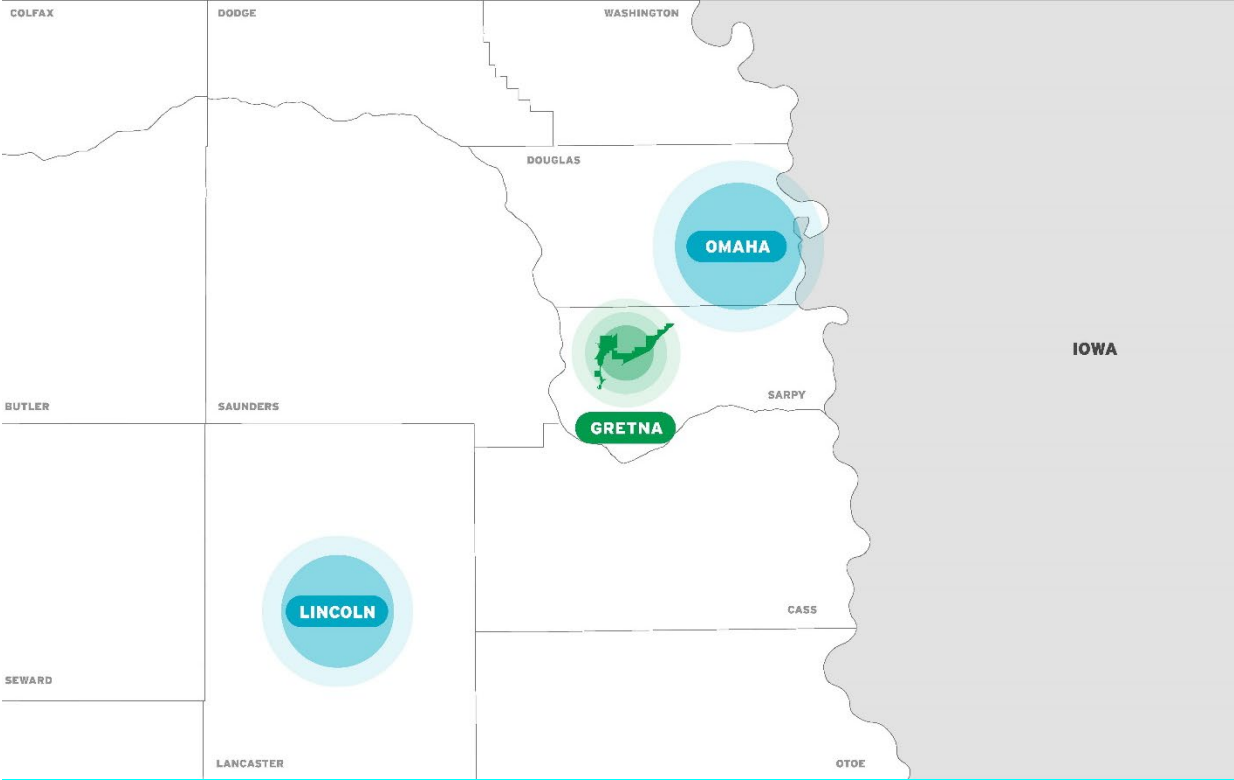
Section 2: Gretna Yesterday & Today

Relationship to the Region

Gretna is one of five municipalities within Sarpy County, the smallest geographical county in the state of Nebraska, spanning just 241 square miles, yet it boasts the third-largest population. Gretna stands out as one of the fastest growing cities in the county, with a population of 9,548. In 2021, Gretna became a city of the first-class and continues to experience a significant level of growth and development both within the Corporate Limits and throughout the Extraterritorial Jurisdiction (ETJ), the two-mile planning jurisdiction boundary surrounding City limits.

The City of Gretna has long been a rural bedroom community providing residents great schools and small-town living, just southwest of Omaha and northeast of Lincoln. Interstate-80 runs along the eastern border of the community offering ease of access to both major urban centers and employment hubs. Nebraska Crossings is one of Nebraska’s largest retail centers catering to the local populace and bringing regional visitors to the community infusing vitality and commerce into the City. Sarpy County also offers an abundance of natural resources including The Platte River, Elkhorn River, and Missouri River which circle the county giving Gretna residents easy access to outdoor recreation.

Exhibit 1: Regional Context Map



Community History

Early Settlement and Agricultural Growth:

Gretna's origins trace back to the summer of 1886 when the Burlington Railroad constructed a short line between Omaha and Ashland. Recognizing the promise of this location, the Lincoln Land Company conducted a survey and laid out the town site of Gretna in 1887. By July 1889, Gretna had achieved incorporation as a Village. The inspiration for the community's name came from Scotland's Gretna Green, the ancestral homeland of some of its earliest settlers.

During its formative years, Gretna's economy, like many other Midwestern towns, centered around agriculture. The fertile land in the area provided ample opportunities for farming and livestock raising. The late 1800s witnessed a pivotal development with the arrival of the Burlington Railroad, which significantly contributed to Gretna's growth by facilitating the transportation of goods and people. As transportation improved and the population grew, businesses expanded, and the community diversified its economy.

Recent Growth and Challenges:

With the improvement of transportation and infrastructure, Gretna underwent a gradual transformation, evolving from a small farming community into a suburban area. During the latter half of the 20th century, Gretna experienced substantial suburban expansion, largely influenced by its proximity to Omaha, Nebraska's largest city, as people sought a balance between rural and urban living. This led to an increase in residential developments, economic centers, and community amenities.

In recent years, Gretna experienced significant growth due to a 2021 annexation that nearly doubled the physical footprint and population of the community. This expansion has brought about challenges related to urban planning and infrastructure as the community seeks to accommodate new residents and maintain its small-town character.

Today, Gretna stands as a thriving community with a mix of residential, commercial, and agricultural areas. Its strategic proximity to Omaha and convenient access to major highways renders its appeal as an attractive place for residents and businesses alike. While modern developments have transformed the City, Gretna still retains its historical charm and continues to honor its heritage.

Community Profile

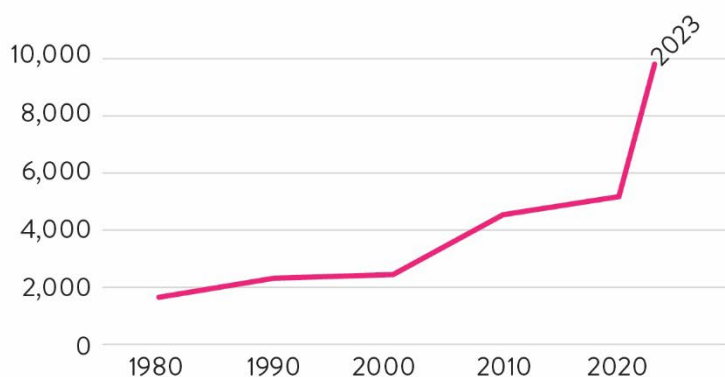
Population

Omaha, Sarpy County, and the City of Gretna have all experienced growth in recent decades, but Gretna's growth rate surpasses both. Over the 20-year period from 2000 to 2020, Gretna's population approximately doubled to 5,083 people. Gretna's rate of growth far surpasses Omaha, which grew by 25 percent during the same period (to 486,051) and Sarpy County, which grew by 55 percent (to 190,604). The current year estimates suggest that Gretna's

population has almost doubled again in just the last three years, now at 9,548 people. The annexation of homes built in the ETJ attributed to the recent population growth.

By 2030 Gretna’s forecasted population will be 25,000, based on housing already platted or entitled. This extraordinary rate of expansion will largely be a function of continued annexation of new residential development in the ETJ.

Figure 1: Population Trends



Population growth of this scale places pressures on small city resources, including road and transportation networks, utilities, and schools. It also creates social stresses as Gretna continues its evolution from a small farming town to a small city and bedroom community.

There is no single explanation behind Gretna and the Planning Area’s rapid growth. Sanitary and Improvement Districts (SIDs) in Sarpy County, which make it easier to build new subdivisions on raw land, attributed to some of the growth; some can be attributed to general regional growth; and some to the attraction to Gretna’s well-regarded school system and quality of life.

Household Size

Household size provides one insight into the composition of Gretna’s population and housing needs. The number of children at home and multi-generational families residing together influence the average household size.

Gretna’s average household size, at 2.94 persons, is relatively large when compared to Sarpy County and Omaha.¹ (For reference, the average US household size is 2.5.) Larger household units could have planning implications for housing sizes and configurations.

Table 1: Average Household Size, 2023

	Gretna	Sarpy County	Omaha
Average household size	2.94	2.69	2.43

¹ ESRI, 2023.

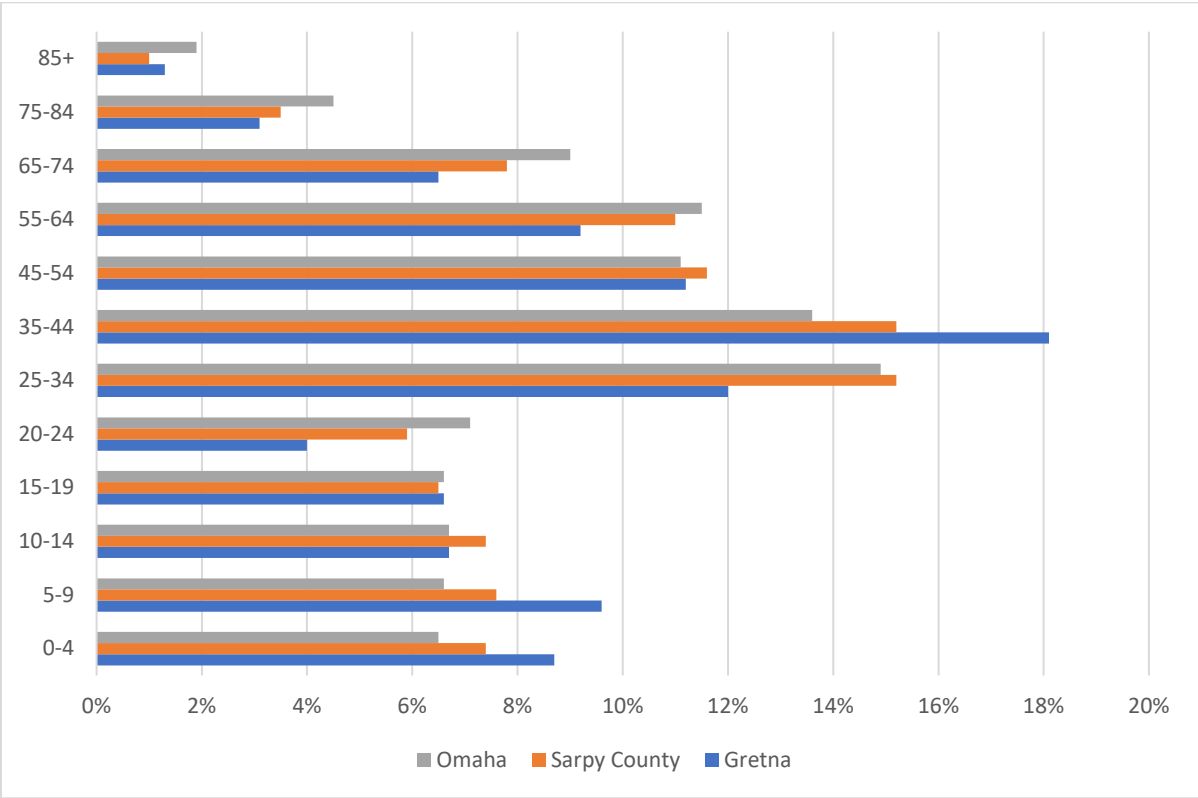
Age

Gretna is a relatively young City with many households in their family formation years. The median age for the community is 34.6 years, slightly younger than Sarpy County (35.0 years) and Omaha (36.1 years). The region is notably younger than the US's median age of 38.1 years.²

Within the age spectrum, Gretna's proportion of people in the 35-44 age bracket exceeds Sarpy County and Omaha. These are the ages when many families are raising children. It follows that the proportion of Gretna's population in the youngest brackets (zero to nine years old) also exceeds that for the surrounding region, as many of these are likely the children of 35-44-year-olds. Looked at another way, about 25 percent of Gretna's population is under 18 years old and 48 percent of Gretna households include children living at home.³

The spread of age across Gretna's population reveals other characteristics: there is a relative underrepresentation of people in their 20s and early 30s, suggesting that young adults do not remain in the community after high school and college. There may be many explanations for this, including job availability and lifestyle preferences, but one reason is almost certainly the cost of housing and the availability of starter homes or apartments. At the other end of the age spectrum, older adults in their late 60s through early 70s are also underrepresented. These are likely empty nesters whose housing needs may have changed.

Figure 2: Population by Age Bracket



² ESRI, 2023.

³ American Community Survey, 2021.

Generational Differences

Viewing the age distribution by generation reveals other population characteristics. Millennials and Generation Z are almost equally represented, but their differences in life stage are important.⁴

Table 2: Population by Generation

Generation	Age in 2023	Percent of Population
Generation Alpha / Polars (Born 2017 or later)	Less than 7 years old	13%
Generation Z (Born 1999 to 2016)	7 to 24 years old	26%
Millennials (Born 1981 to 1998)	25 to 42 years old	27%
Generation X (Born 1965 to 1980)	43 to 58 years old	19%
Baby Boomers (Born 1946 to 1964)	59 to 77 years old	13%
Silent & Greatest Generations (Born 1945/Earlier)	78 years and older	3%

Characteristics of Millennials

Millennials, now 25 to 42 years old, are the largest living generation in the US and they comprise 27 percent of Gretna’s population. They are now in their prime adult years, which includes family formation and child-rearing. Their coming of age continues to influence society in significant ways.

- Most Millennials are digital natives, having adopted online tools in childhood. Today, they do much of their shopping online and (for those who are knowledge workers) much of their work online.
- They are mostly the children of Baby Boomers. The Great Recession of 2008, impacted their lives by slowing their ability to reach certain life milestones, like living independently or buying a car or house. While Millennials have largely recovered economically, the Great Recession interrupted their path and influenced their goals.
- Millennials as a generation live a “slow life” strategy: They marry later, they wait longer to have children, and have fewer children. Past generations had more established families by the time they were the ages that Millennials are now. And fewer Millennials have children at all compared to previous generations.
- As a result of smaller families, some Millennials have greater spending discretion than previous generations. They may also need smaller homes with fewer bedrooms.

Characteristics of Generation Z

Gen Z, now 7 to 24 years old, makes up 26 percent of Gretna’s population. Because this generation currently spans a wide range of life stages, from childhood through teens and young adults, some aspects of who they will become are still unknown. Members of Gen Z, who

⁴ ESRI, 2023.

were all born after 1999, have never known the world without the internet. Everyone in this generation is a digital native, which has affected how they socialize, communicate, and work.⁵

- Gen Z is the most racially and ethnically diverse population in the US that has ever lived. They continue to push the boundaries of class, sexual orientation, and gender identity, adopting a different set of values from their parents. At the same time, this is a generation that has struggled with high rates of anxiety and mental health challenges.
- In a related public health concern, members of Gen Z are less physically active than the generations that preceded them. Increased screen time which has taken the place of after-school and after-work outdoor activities like pick-up games largely attributed to less active lifestyles. The trend is also socially isolating and has been associated with Gen Z's increased mental health burdens. Related to the benefits of physical activity, it is notable that Gretna recently opened Gretna Crossing Park.
- Following in the footsteps of Millennials, Gen Z has also adopted a "slow-life strategy". They have waited longer to get their driver's license, drink alcohol, date, have sex, or work for pay. In general, they have been slower to move into independent roles of adulthood, including getting married and having children.
- Gen Z is more politically active than Millennials, who preceded them, but not necessarily in the ways one might expect of a youthful population. They believe the odds are stacked against them in life and this has led to political polarization within the cohort.

Income

For economic development and planning purposes, income is generally considered by household rather than individual incomes. (Households function as consumer units, regardless of the number of earners.)

The median income for Gretna households in 2023 is estimated at \$112,636, higher than for Sarpy County and Omaha. (As a point of reference, the US median is \$74,580.)

Table 3: Median Household Income, 2023

	Gretna	Sarpy Co.	Omaha
Median Household Income	\$112,636	\$91,428	\$65,925

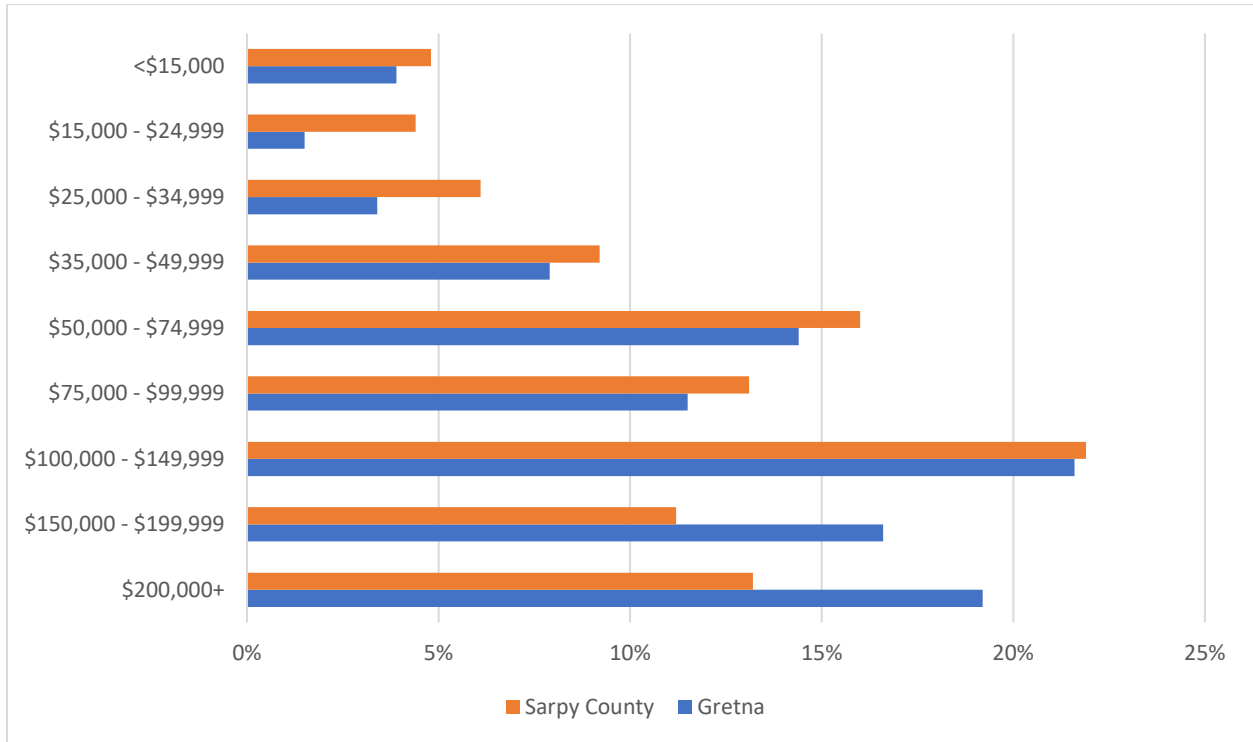
While 2023 household income is an estimate, it represents a large jump from the median income reported in the 2020 Census. In inflation-adjusted 2023 dollars, Gretna's median household income increased by 36 percent over the past three years.⁶ This is likely a reflection of new, more expensive homes attracting wealthier families to the City.

⁵ Characteristics of Generation Z and Millennials are drawn from Jean M. Twenge, PhD, "Generations: The Real Differences Between Gen Z, Millennials, Gen X, Boomers, and Silents - and What They Mean for America's Future" (Atria Books, 2023). For Generation Z, see pp. 345-450; for Millennials, see pp. 231-285.

⁶ 2010 and 2020 Census; ESRI; The Lakota Group.

Higher incomes in Gretna can be seen in the distribution of households across income brackets in the chart below, with 57 percent of Gretna households earning over \$100,000 per year. The proportion of households earning more than \$150,000 far exceeds the proportion of households in the county at the same income levels.

Figure 3: Household Income Distribution: Gretna and Sarpy County



Race and Ethnicity

Gretna’s population has a low level of diversity, with 93 percent of the population identifying as white, and other races comprising less than 1 percent each of the total. The Hispanic population is also small, at 4 percent of the total.⁷ One small observable change is the number of people who identify as “two or more races”, which was 1 percent in 2010 and is estimated at 5 percent in 2023. There is no clear single explanation for this shift, but it may be partially explained by some Hispanic persons of Central American ancestry self-identifying as “some other race” or “two or more races”.

⁷ ESRI, 2023.

Education

Education levels affect job qualifications, earning potential, and consumer preferences. Given Gretna’s highly regarded schools, the proportion of those over 25 years old with a bachelor’s degree or higher (27 percent) is somewhat lower than expected. It is the same rate as Sarpy County, but lower than the US rate of 38 percent. This data precedes annexations of the last three years, which increased Gretna’s population and changed its composition. Given local development trends, more expensive homes, and the professionals those homes are attracting, it is likely the proportion of college graduates will grow.

Even as post-secondary education is relatively low, almost everyone in Gretna finishes high school. The proportion of Gretna residents with no high school diploma is just 3 percent, which is similar to Sarpy County (4 percent) and much lower than for the US (10 percent).⁸

Table 4: Educational Attainment, 2022

Population over 25 years	Gretna	Sarpy Co.	US
High School Graduate	29%	18%	26%
Some College, No Degree	18%	24%	19%
Associate's Degree	10%	11%	9%
Bachelor's Degree or Higher	27%	27%	36%
No High School Diploma	3%	4%	10%

⁸ American Community Survey, 2022.

Section 3: Gretna Speaks

Outreach Process

Community engagement plays a vital role in the planning process. To create a plan that truly reflects the needs and desires of the community, it's essential to start by developing a transparent outreach strategy that aims to reach a broad and diverse audience. Building an active and robust community engagement program fosters trust and participation among stakeholders, which, in turn, helps the Planning Team identify crucial planning issues, goals, strategies, and actions for implementation.

Given the diverse range of stakeholders in Gretna, the overarching goal of community engagement is to provide a variety of engagement opportunities in both traditional and innovative formats, including the use of digital outreach and communication technologies. This inclusive approach creates multiple avenues for stakeholders to participate and express their concerns, ideas, and perspectives. The community engagement efforts will serve as a foundation for gathering both quantitative and qualitative information on key community needs and issues. The following section provides an overview of the engagement activities done to date.

Figure 4: Engagement by the Numbers

Project Website

100 SITE VISITS

Date: May 2023 - end of project
Details: Project updates and engagement tools

Steering Committee

10 MEMBERS

Date: May 2023 - end of project
Details: 4+ meetings throughout project, provide guidance

Stakeholder Interviews

14 SESSIONS

Date: Two days in June 2023
Details: In-person sessions with 60 community stakeholders

Community Open House

30 PARTICIPANTS

Date: June 2023
Details: In-person with interactive stations

Pop-Up at the Farmers Market

100 VISITORS

Date: June 2023
Details: Pop-up booth with visioning exercises

Online Survey

80 RESPONSES

Date: July - September 2023
Details: Visioning online survey

Steering Committee

The City of Gretna established a Steering Committee comprising essential stakeholders, residents, business proprietors, and elected representatives. In their capacity as "Plan Champions," their primary responsibility is to offer guidance and oversight to ensure that the Comprehensive Plan aligns with the community's goals and aspirations. The committee will maintain an active and continuous presence throughout the planning process, providing ongoing direction and guaranteeing the successful implementation of the plan.

Project Website, Brand, and Marketing

The project website is a central hub for the community, offering essential resources to keep everyone informed about the planning process. It integrates project updates, draft plans, workshop materials, and interactive opportunities to share thoughts and ideas. Introducing a project-specific brand creates a distinct identity that sparks community enthusiasm and engagement. Comprehensive marketing collateral enhances the project's presence across various channels, ensuring broader outreach and participation.

Stakeholder Listening Sessions

The City of Gretna organized 14 listening sessions over three consecutive days in June of 2023. During these sessions, the Planning Team engaged with more than 60 key stakeholders, including high school students, elected officials, City staff, community leaders, residents, as well as business and property owners. The purpose of these sessions was to address City issues and gather valuable insights into crucial planning topics. The primary objective was to gain a comprehensive understanding of the perspectives of both the City and its residents regarding growth and development, as well as other factors influencing quality of life and economic progress.

Community Involvement

The Phase 1 outreach strategy allowed for a variety of opportunities for the larger Gretna community to actively participate and share their story. The City of Gretna hosted the first community open house in June 2023 at Gretna Elementary School on South Street. The event drew attendance of thirty community members who engaged in discussions about the planning process and contributed their insights regarding Gretna's strengths and opportunities for the future.

Additionally, the Planning Team participated in Gretna's Farmers Market with a Pop-up Booth and spent time with the larger community facilitating open dialogue with over 100 community members and listening to concerns and excitement for the future. Furthermore, a Virtual Open House was available through an online survey to guide participants through the planning process and garner input on Gretna's envisioned future. This online endeavor collected input from 80 stakeholders who shared their valuable thoughts and perspectives.

What We Heard

Gretna Today & Tomorrow

A Strengths, Opportunities, Aspirations, and Results (SOAR) analysis is a strengths-based strategic planning tool that focuses on a community's positive attributes and future aspirations. The primary goal of a SOAR analysis for Gretna is to inspire and guide positive change, growth, and development by emphasizing the community's strengths and possibilities. Based on significant community outreach the following summarizes Gretna's key values and aspirations for the future.

According to the community, Gretna's strengths lie in the City's ability to maintain a small-town feel despite ongoing development. This lends to a strong sense of community and a friendly atmosphere that characterizes Gretna and sets it apart from other communities. Its strategic location near major interstates and proximity to Omaha and Lincoln makes it a convenient and advantageous place to live and conduct business. Its well-regarded education system serves as an additional draw for families looking to settle in the area. Gretna's community pride also contributes to a positive and supportive environment, fostering a sense of belonging and connection among residents.

Opportunities for Gretna's growth and development are abundant. The City's expanding population presents the potential for job creation, new businesses, and urban development. Urban design improvements and revitalization efforts are critical to capturing Gretna's identity, particularly downtown and along major corridors. Redeveloping older buildings, implementing streetscape improvements, adding public spaces, and diversifying the business and housing mix are key to enhancing Gretna's built environment. The City's proximity to major urban centers can also be leveraged to position Gretna as a thriving commuting city. Commercial expansion and diversification, along with infrastructure improvements and enhanced civic engagement, are key elements to consider as the City plans for its future.

The community's aspirations for 2045 center on responsible development and growth. Gretna envisions housing development and the creation of new businesses helping to offset taxes. Maintaining the City's small-town feel while becoming a market leader in local business and recreational opportunities is another shared vision. As the City grows, the community envisions improved connectivity with additional bike trails, pedestrian access, and better traffic management. Sustainability is also a key community goal, with desires for carbon-neutral housing, renewable energy, and sustainable city design. Another common vision is the development of a vibrant downtown area with boutiques, restaurants, and entertainment options that will add to Gretna's appeal and help to anchor it within the region.

To measure success, the community would like to aim for lower taxes and more affordable housing to enhance the quality of life for residents. Community engagement and involvement is also highly valued, and success can also be measured by a strong sense of community, characterized by participation in local activities and support of local businesses. Economic growth and business development are crucial indicators of success, reducing the need for residents to seek services and entertainment in neighboring cities. Another primary measure of success is an improved quality of life and access to amenities for residents of all ages.

Finally, an indicator of success is infrastructural development that occurs in tandem with the City's growth.

Visual Preference

The goal of visual preference is to gauge the community's attitude toward the City's desired development type and character through interactive ranking exercises.

- **Housing Type and Character.** Community members expressed a desire to see a mix of housing products at different price points in Gretna. There is a need to find housing for young professionals, those aging in place, and the workforce. Bungalows and ranch style single-family homes were the preferred character for housing while traditional three-story multi-family apartments and dense neighborhoods with small lot single-family homes also ranked high.
- **Commercial and Mixed-Use.** One- to three-story traditional downtown style commercial development stood out as the community's desired character. Activated streetscapes and residential on the upper floor were key components of why the community favored this type of development. Restaurants, breweries, and boutiques were the top types of businesses the community would like to see in Gretna which reflects the visual character desired for Gretna.
- **Transportation and Safety Improvements.** Stakeholders wish to see safer crossings over the main corridors to provide connections between City resources and more infrastructure for biking and walking. Top transportation and safety improvements included a bike and walking trail and improved pedestrian infrastructure with tree lawns and landscaping separating from traffic.
- **Public Spaces.** The community loved all community gathering space improvements shown but passive open space for gathering and playgrounds were the most favored.
- **Placemaking and Urban Design.** The corridors and downtown Gretna are two areas that would benefit from placemaking and urban design to better define Gretna's identity. Community members wish to see streetscape improvements, signage and community identifiers, and more community events.

Key Themes

Embrace Gretna's Thriving Community.

Over the past few years, Gretna's population and physical boundaries have nearly doubled, primarily due to the annexation of 2,953 acres of Sarpy County land surrounding the City. Even before the annexation, Gretna had experienced extreme growth. According to community members, Gretna's central location between Omaha and Lincoln, its renowned school system, and its proximity to I-80 are the primary reasons why people choose to make Gretna their home. Overall, stakeholders expressed their support for the City's growth but also emphasized the importance of maintaining and enhancing the quality of life for its residents.

Preserve Gretna's Small-Town Charm.

Stakeholders conveyed a consistent sense of pride and support for their community. They expressed a strong desire to maintain Gretna's small-town charm and neighborly atmosphere as the City continues to grow. During the discussions, participants highlighted downtown/old town Gretna, particularly along McKenna Avenue, as the physical embodiment of the community's small-town charm.

There is a clear need to establish a well-defined strategy for downtown that reimagines the area as a vibrant gathering place for both residents and visitors. Currently, few businesses in the area close early, resulting in limited evening activity. Community members shared ideas for the future of the downtown which included designating the area as a district, introducing a diverse mix of amenities like housing, entertainment uses, restaurants, a maker space, and activation through programming and placemaking.

The community loves recent programming initiatives like the Gretna Farmers Market, which began this year and the longstanding Gretna Days that has been going on for over 40 years. They wish to see more events that bring the downtown area to life and continue to enhance its vibrancy.

Diversify the Housing Stock.

A lack of housing options, especially for empty nesters, young families, young professionals, and the workforce, poses a serious challenge for the growing Gretna community. Stakeholders shared that housing affordability is a crucial issue in the community that the comprehensive plan should seek to address. Diversifying the housing product mix within the City and moving away from large lot homes that are characteristic of new development in and around Gretna will offer a range of housing price points, downsizing options, and opportunities for young families, young professionals, and the working class to live in the community.

Sanitary and Improvement Districts (SIDs), are a tool the development community uses to facilitate housing development in Gretna's ETJ. Stakeholders shared the pros and cons of this economic development tool and wish to see future strategies that can address some of the issues that arise with their use.

Balance the Business Mix.

Multiple conversations highlighted the need to establish an economic development strategy that addresses the various economic districts within Gretna, including the highway commercial, industrial districts, and the downtown. Stakeholders expressed their desire to see a balanced mix of uses enter the community, including retail, dining and entertainment, industrial, housing, and office spaces. By strengthening the different economic districts within the community, Gretna can establish itself as a diversified community that is not solely reliant on housing to support city services and amenities. Additionally, community members identified a satellite college campus and a medical center or hospital as potential future economic drivers for the City.

Improve Connectivity and Walkability Throughout the City.

The City of Gretna offers residents and visitors a robust system of community resources. Stakeholders have praised the libraries, park system, schools, and natural features, but they

feel that there is limited connectivity to these amenities. There is a strong desire to establish a trail system that connects these assets, improves safety along existing roadways, and prioritizes multi-modal transportation throughout the community.

Highway 6 has emerged as a significant concern in multiple conversations as it currently divides the City in two and does not offer safe crossings or sidewalks. Community members expressed a desire to have crossings equitably distributed along the highway, allowing for better connections between the two sides of the community and creating a link between City amenities. Some individuals would like to explore the possibility of underpasses or overpasses to enhance safety for these crossings.

Strengthen Gretna's Identity Along Highway 6 and 370.

Highways 6 and 370 serve as the main throughfares of the City. Stakeholders envision utilizing these corridors as an opportunity to establish identity to Gretna and prevent it from becoming merely a pass-through community. Streetscape improvements, landscaping treatments, wayfinding, and signage are a few interventions that can significantly enhance Gretna's identity and create a unified appearance throughout the City. These improvements would also aid in directing visitors and residents to the community's extensive system of resources.

Section 4: Market Assessment

Employment

About 75 percent of residents over 16 years old are in the labor force, with virtually no reported unemployment. The largest employment sectors for Gretna residents are in white collar professions, primarily in the fields of “Educational Services, Health Care, Social Assistance” and “Professional, Scientific, Management”.⁹

Table 5: Employment Stats, 2021

In Labor Force	75%
Employed	74%
Unemployed	0%
Armed Forces	1%
Not in Labor Force	25%

Despite relative proximity to Offutt Air Force Base and other military installations, only 1 percent of Gretna residents report being in the armed services. There are likely civilian Gretna residents who work at Offutt, but civilians who work at military installations are categorized by their field of work, not members of the armed forces.

Table 6: Employment by Industry, 2021

Employment by Industry	
Educational Services, Health Care, Social Assistance	30%
Professional, Scientific, Management	16%
Retail Trade	12%
Construction	10%
Finance, Insurance, Real Estate	6%
Transportation, Warehousing, Utilities	6%
Manufacturing	5%
Other Services (except Public Administration)	5%
Arts, Entertainment, Recreation, Accommodation, Food Services	4%
Public Administration	4%
Wholesale Trade	3%
Information	1%
Agriculture, Forestry, Fishing, Hunting, Mining	0%

⁹ American Community Survey, 2021.

Commuting

A majority (58 percent) of Gretna residents report commuting to Omaha for their primary job, with the next most common location being in Gretna itself (7 percent).¹⁰ The most recent data precedes extraterritorial annexations and the doubling of Gretna’s population and represents 1,999 active workforce participants at the time of the survey. With recent population expansion and as new families move to Gretna’s new subdivisions, it is likely that these commuting patterns will shift to some degree.

Table 7: Jobs by Place of Employment, 2020

Jobs by Place of Employment	
Omaha (city)	58%
Gretna (city)	7%
Lincoln (city)	4%
Papillion (city)	3%
La Vista (city)	3%
Bellevue (city)	2%
Chalco (CDP)	2%
Valley (city)	1%
Council Bluff, IA (city)	<1%
Boys Town (village)	<1%
All other locations	20%

Consumer Spending

The Bureau of Labor Statistics tracks consumer spending which reflects the amounts households spend on a variety of goods and services. Spending tracks with income in most categories, so higher-earning households tend to spend more.

Related to consumer expenditures, ESRI also assigns a Spending Potential Index (SPI), a national scale of household spending that uses 100 as its midpoint. The SPI helps to illuminate areas where Gretna households concentrate their spending compared to national averages. Across all consumer categories, Gretna is a highly desirable market. In several categories, Gretna’s SPI is 40 points or more above the average, and 66 points higher for Sports, Recreation, and Exercise Equipment.

Table 8: Consumer Spending, 2023

	Avg Spending per Household (\$)	Total Spending (\$)	Spending Potential Index
Retail Goods and Services			
Apparel & Services	\$2,956.25	\$9,542,776	134
Computer Hardware for Home Use	352.18	1,136,822	138

¹⁰ Census, Longitudinal Employer-Household Dynamics, 2020.

Entertainment & Recreation	5,160.23	16,657,227	136
Fees & Admissions	181.80	586,862	152
TV/Video/Audio	1,743.74	5,628,796	129
Pets	1,186.37	3,829,594	129
Toys/Games/Crafts/Hobbies	222.88	719,454	141
Sports/Recreation/Exercise Equipment	466.71	1,506,555	166
Food	13,888.73	44,832,810	132
Food at Home (Groceries)	8,767.42	28,301,233	129
Food Away from Home	5,121.31	16,531,577	138
Alcoholic Beverages	892.60	2,881,309	132
Furniture	1,155.87	3,731,139	140
Major Appliances	738.48	2,383,802	140
Housewares	150.09	484,481	140
Lawn & Garden	911.46	2,942,197	136
Personal Care Products	738.52	2,383,930	134
School Books & Supplies	189.24	610,862	141

Sales leakage, once a foundational element in understanding local retail economies, has become less meaningful as online shopping has increased. Ecommerce retail sales now account for 15 percent of all retail sales in the US. In addition, a large portion of entertainment spending, which used to happen at theaters or other in-person venues, has migrated to streaming services.

Mobility data provides one insight into where Gretna households are spending their retail dollars (the movement of mobile phones) which reports the places and businesses most frequented by Gretna residents.

During the 12 months from July 2022 through June 2023, the most frequent places visited by Gretna residents were Nebraska Crossing, Westroads Mall, and Village Pointe. Forty-six percent of Gretna residents visited Nebraska Crossing, the closest of these three shopping centers, at least once during the one-year period.¹¹

¹¹ Placer.AI via Cobalt Community Research

Table 9: Places Most Frequented by Gretna Residents, July 2022 - June 2023

Name	City	Distance from center of Gretna	% who visited during 12-month period
Nebraska Crossing	Gretna	2.9 miles	46%
Westroads Mall	Omaha	12.2 miles	33%
Village Pointe	Omaha	9.3 miles	30%
L Street Marketplace	Omaha	8.1 miles	24%
Flying J	Gretna	3.4 miles	23%

The most-frequented chain retailers included Walmart, McDonald’s, Target, and Hy-Vee, with 93 percent of Gretna residents visiting a Walmart at least once during the 12-month period.¹²

Table 10: Chains Most Frequented by Gretna Residents, July 2022 - June 2023

Name	Category	% who visited during 12-month period
Walmart	Superstore	93%
McDonalds	Fast Food Restaurant	76%
Target	Superstore	75%
Hy-Vee	Grocery Store	56%
Casey’s	Gas Station / Convenience	54%
Walgreens	Pharmacy	51%
The Home Depot	Home Improvement	50%
Sam’s Club	Superstore	49%
Dollar Tree	Discount Store	48%
Menard’s	Home Improvement	45%

Favorite places and favorite chains reveal that, like many households with relatively high incomes, Gretna residents cross-shop among both luxury and value-oriented retailers.

¹² Placer.AI via Cobalt Community Research

Gretna's Economy

Industries and Jobs

The largest employers in Gretna are in the retail sector and in the school system. New retail developments, including the Hy-Vee and the anticipated Fleet Farm have added to those jobs at Nebraska Crossing. Gretna's largest employers include:

Table 11: Gretna's Largest Employers

Name	Sector	Est. No. of Full-Time Jobs
Hy-Vee	Retail	650
Gretna Public Schools	Education	881
Nebraska Crossing	Retail	
Fleet Farm	Retail	

Note: Employment numbers being confirmed.

While retail overall is the largest employment sector in Gretna, the pay scale for these service jobs does not support typical housing costs and therefore does not support a local workforce. Those working in retail as their primary job likely must live elsewhere and commute to Gretna.

Downtown, Nebraska Crossing, and Commercial Corridors

Three distinct geographic areas and types of development encompass Gretna's commercial assets: Downtown, Nebraska Crossing, and the Highway 6 and Highway 370 commercial corridors.

Downtown

Downtown Gretna is the historic center of the City, built at a scale appropriate to the town's roots as a small farming community. Unlike typical "main streets," McKenna Avenue no longer serves as a main road or connector, and visiting downtown requires intentionality. Gretna City Hall, downtown's anchor, is expected to relocate in the next several years, leaving a key building in need of a new use while removing an important generator of downtown visits.

Downtown is under-performing, though there are several active retail businesses, a couple of them recent additions. Public-facing businesses include a florist, hair salon, bar, event space, and candle shop. Several office and light-industrial uses (e.g., lawyers, auto repair, sign-making) add to the mix. And in addition to City Hall, the children's library also generates activity.

Streets and sidewalks downtown have benefited from recent upgrades and repairs; the historic brick streets create an atmosphere that physically captures the small-town feel that many residents wish to maintain. The traditional, small-lot character of the residential neighborhood around downtown provides a walkable environment where many of the homes are historic, though some show a need for maintenance.

Aspects of downtown's building stock and design resemble the now-vibrant downtown Elkhorn to the north. With its unique physical attributes, downtown Gretna has a character that is distinct to the community, and it could once again be the heart of the city. Downtown needs an

economic development strategy that creates a new nexus of activity and provides reasons for people to want to spend time and money in this historic center.

Nebraska Crossing

Nebraska Crossing, at the interchange of I-80 and Highway 6, began as a strip mall in the 1990s but was under-performing by the early 2000s. An Omaha-based developer reimagined the mall and reopened it in 2013 as an outlet lifestyle center with 350,000 square feet of retail space. Nebraska Crossing is now a super-regional destination attracting shoppers from Greater Omaha and beyond, as well as through-travelers on the interstate. The mall is tenanted by national luxury retail brands. More recent additions include a 22,000 square foot REI store.

Nebraska Crossing has leveraged data collection as part of the mall's reinvention. A unique app-based loyalty program allows customers to collect points at all stores within the development and redeem those points at any merchant in the mall. Data mining allows the mall operator to understand customers' granular behaviors and serve highly targeted ads and shopping incentives.

Highway 6 and Highway 370

Highway 6, which is anchored in Gretna by Nebraska Crossing on the south side of the City, functions as Gretna's main north-south, multi-functional, auto-oriented commercial corridor.

Retail uses on Highway 6 consist mostly of smaller to mid-sized stores, such as auto parts, grocery, fuel, and general merchandise. Restaurants and fast-food outlets are also part of the mix. The business inventory (excluding Nebraska Crossing) includes about 30 retailers and about 20 food service businesses. Additional uses include light industrial, logistics, medical, personal care, financial services, and others.

Hy-Vee is the largest business currently on Highway 370. A 135,000-square foot grocery store, it was the largest in the chain when it opened in June 2023. Smaller retail and food businesses dot Highway 370, including Heavy Brewing (a microbrewery), Gretna Ace Hardware, Scooters Coffee, auto parts, construction offices and workshops, and others.

While in one sense these two roads function as Gretna's "main streets" for the purposes of residents' day-to-day needs, their high-speed design and lack of identity do not contribute to Gretna's sense of place.

Housing

Gretna's housing market is in a highly dynamic period, with hundreds of new homes recently added, under construction, or platted for development. In 2021 the City issued 373 building permits for single-family homes and one permit for multi-family; in 2022 the City issued 447 single-family permits and 20 multi-family permits.¹³

In 2023, the estimated total number of housing units in the City is 3,300, though the actual number changes regularly as new homes are delivered to market. Occupancy is estimated at

¹³ Metropolitan Area Planning Agency.

98 percent, suggesting that the market is too tight to provide sufficient inventory. Owner occupancy is very high, at 80 percent.¹⁴

The median home value is estimated at \$333,453, but new homes coming on the market are more expensive. New-construction four-bedroom homes of approximately 2,500 square feet sell for \$390,000 to \$460,000, and larger homes of +/-4,000 square feet are priced from \$630,000 to \$790,000.¹⁵

Gretna's housing has long been considered relatively affordable, but new development is changing that quality. ESRI scores Gretna's housing market at 116 on its national Housing Affordability Index. The index has a midpoint of 100 and a higher score indicates greater affordability. Stated another way, a Gretna family earning the median income and living in a median-value home would pay 18 percent of monthly income toward a mortgage and would not be cost-burdened by their housing.

The price points and sizes of new homes being built in Gretna mean there is less inventory for young families starting out, or even for empty-nesters wishing to downsize. This makes housing less attainable for those in Gretna's workforce, like police, teachers, firefighters, and others. This suggests there may be a growing need for additional multi-family and/or rental housing.

Most current development was financed when interest rates were lower. As interest rates approach 8 percent, the cost of a mortgage will put downward pressure on pricing and may slow the development trend. Those families trading up (or downsizing) who have substantial equity in their home are not as impacted by the rise in interest rates, but many first-time homebuyers will be priced out of the Gretna market.

Sanitary and Improvement Districts

Sanitary and Improvement Districts (SIDs) are enabled by state legislation that allows for blight designation of undeveloped land and the issuing of bonds and levying of assessments to pay for the provision of streets, sewers, power, and parks. In this way, SIDs reduce the costs of growth for the city by transferring the costs to the future homes on the land. The homeowners within the SID then carry the full financial burden of the infrastructure. SIDs typically cost a homeowner from \$200 to \$500 per month in assessments.

There are mixed views on the advantages and disadvantages of SIDs in financing new development, but the assessments increase housing costs within the districts, which affects affordability, especially for first-time homebuyers.

Nebraska is the only state that uses this financing tool for residential development and Sarpy County is thought to be the only county in the state that continues to use SIDs. Other financing solutions like general obligation bonds and tax increment finance are considered less politically achievable.

¹⁴ ESRI, 2023.

¹⁵ Home prices via Trulia.com.

Key Recommendations/Needs

- Diversify the housing stock to offer options for the workforce, young professionals, and first-time homebuyers.
- Develop an economic strategy for the downtown that creates a new nexus of activity and provides reasons for people to want to spend time and money in this historic center.
- Develop an economic development strategy for Highway 6 and 370 to foster a sense of identity and strengthen the commercial anchors.
- Utilize the state's Good Life Transformation District to implement the new Crossings Corridor.
- Explore economic development tools beyond SIDs to foster new development within city corporate limits and the ETJ.

Section 5: Land Use & Development Framework

Community Land Use

Land use is a pattern of physical development and arrangement of residential, commercial, industrial, and open space uses within a community. To plan for the future, a community must understand the current land use and development patterns and identify areas where new land uses may be beneficial or needed to meet future development goals. Gretna is experiencing increasing levels of growth and development pressures due to its proximity to Omaha and the available developable land within its Planning Area. Gretna has seen the surrounding ETJ shift from an agricultural and rural setting to a more suburbanized area over the last decade. These development pressures will have a drastic impact on the community and how the City takes shape. Considering the land uses that make up the Planning Area is critical to begin planning for future land use and development.

This section provides an evaluation of the community’s existing land use within Gretna’s Planning Area which includes the corporate limits and the surrounding ETJ. For the purposes of this planning process, a visual survey determined the current land use composition, using fieldwork, aerial analysis, and zoning/available data to cross examine the 2009 PlanGretna existing land use map. A formal land use survey will need to occur to ensure the most up-to-date land use patterns.

Land use categories are divided into ten land use classifications:

- **Single-Family Residential.** Classifies single-family attached and detached properties and development.
- **Multi-Family Residential.** Classifies multi-family residential properties or development occupied by three or more families.
- **General Commercial.** Identifies commercial areas primarily along commercial corridors or neighborhood serving.
- **Highway Commercial.** Identifies commercial areas primarily along or adjacent to the interstate.
- **Industrial.** Identifies existing industrial uses.
- **Public/Institutional.** Classifies existing federal, state, or local governmental buildings, properties, and institutions.
- **Parks and Recreation.** Identifies all existing public and private land available for recreational, educational, and cultural use including parks, recreational facilities, and open space amenities.
- **Vacant/Undeveloped/Under Construction.** Identifies all land undeveloped or under construction that is generally open.
- **Agriculture and Open Space.** Classifies an area not intended for development or currently used for low intensity agriculture uses or contains open spaces such as woodlands or flood plains.

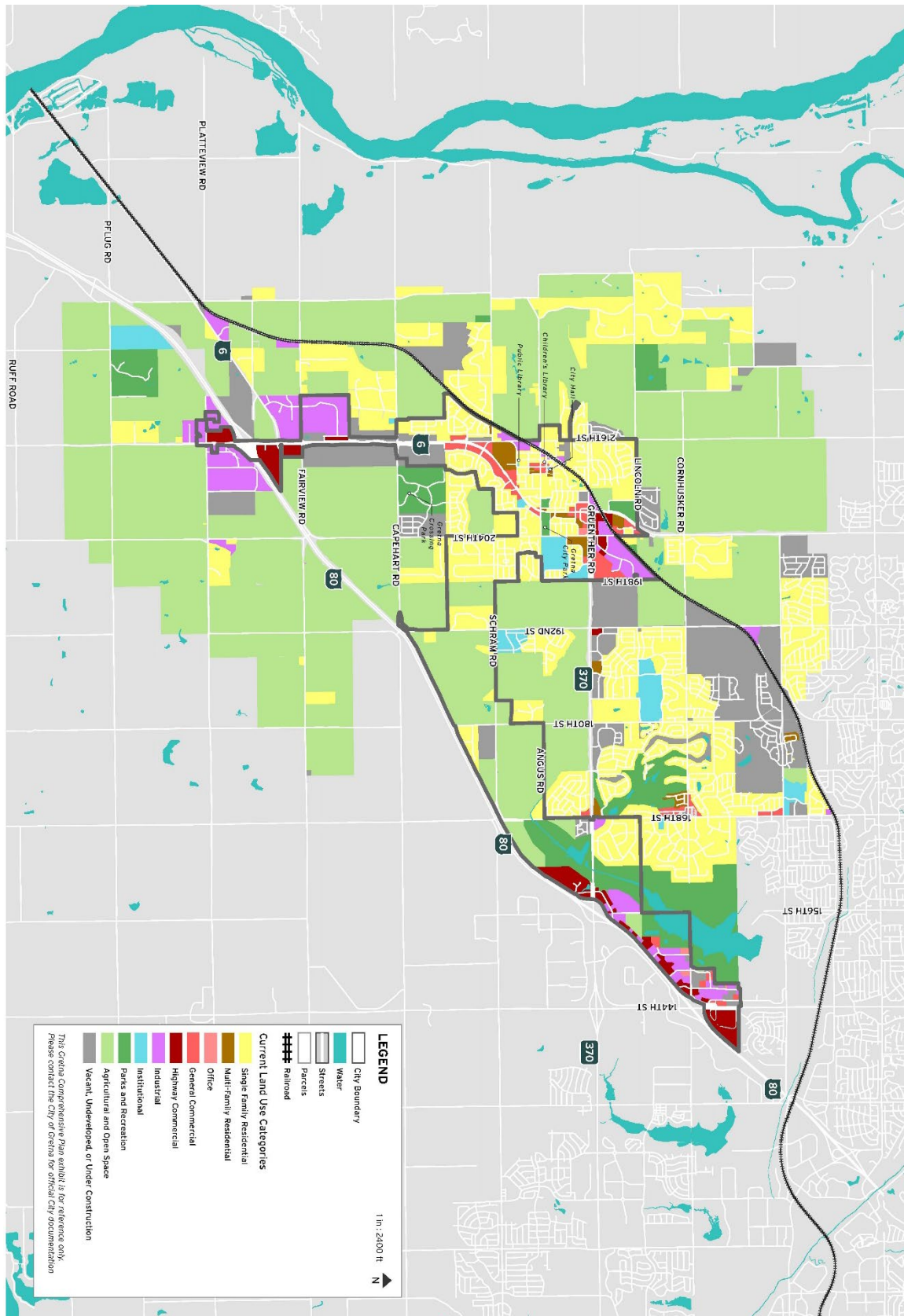
Land Use Assessment

The assessment of existing land uses compares the area (in acres) within the corporate City Limits, lands within the ETJ, and within the entire Planning Area. The assessment examines developed versus undeveloped land to better understand potential growth areas. Developed lands include residential, commercial, industrial, institutional, and parks and recreation use while undeveloped areas include vacant, under construction, agricultural, or open space. Within the entire Planning Area, 34 percent is assessed as developed while 52 percent of land within City Limits is developed. Roughly 48 percent of City Limits is undeveloped while 66 percent of the Planning Area is undeveloped. The City should strategically plan for future growth and development opportunities within these undeveloped areas in order to introduce appropriate uses.

Table 12: Existing Land Use Assessment

Land Use Category	City Limits			ETJ			Planning Area		
	Acres	%	Acres/person	Acres	%	Acres/person	Acres	%	Acres/person
Residential	1515.09	26%	0.16	3613.40	20%	0.39	5128.49	21%	0.55
Single-Family	1433.44	25%	0.15	3577.13	20%	0.38	5010.57	21%	0.54
Multi-Family	81.65	1%	0.01	36.27	0%	0.00	117.92	0%	0.01
Commercial	468.77	8%	0.05	35.64	0%	0.00	504.41	2%	0.05
General	160.39	3%	0.02	30.04	0%	0.00	190.43	1%	0.02
Highway	295.13	5%	0.03	5.60	0%	0.00	300.73	1%	0.03
Office	13.25	0%	0.00	0.00	0%	0.00	13.25	0%	0.00
Industrial	588.72	10%	0.06	204.74	1%	0.02	793.45	3%	0.09
Public/Institutional	23.13	0%	0.00	319.38	2%	0.03	342.52	1%	0.04
Parks & Recreation	409.90	7%	0.04	1090.92	6%	0.12	1500.82	6%	0.16
Developed Land	3005.60	52%	0.32	5264.09	29%	0.56	8269.69	34%	0.89
Vacant	305.22	5%	0.03	2156.90	12%	0.23	2462.13	10%	0.26
Ag and Open Space	2497.98	43%	0.27	10899.10	59%	1.17	13397.07	56%	1.44
Undeveloped Land	2803.20	48%	0.30	13056.00	71%	1.40	15859.20	66%	1.70
TOTAL AREA	5808.81	100%	0.62	18320.09	100%	1.97	24128.89	100%	2.59

Exhibit 2: Existing Land Use



Residential

Single-family residential uses account for 25 percent of Gretna’s land use, 20 percent of the ETJ, and 21 percent of the entire Planning Area. Multi-family residential uses make up a small percentage of the land (zero to one percent) and are predominantly situated within City limits, clustered in areas off the main throughfares including at the intersection of Highway 370 and 204th Street, surrounding the downtown, and along Highway 6 between Angus Road and Lincoln Road. Residential land uses within the ETJ are mostly adjacent to corporate limits, with a significant portion north of Highway 370 surrounding Chaco Hills Recreation Area.

Commercial

Commercial uses make up only one percent of the entire Planning Area land uses and majority fall within Gretna’s corporate city limits (8 percent of City area). Highway commercial is the most significant commercial category and concentrate near the key interchanges along I-80: 144th Street, Highway 370, and Highway 6. General commercial is confined to the heart of the City at the intersection of Gruenther Road and Highway 6, along Highway 6, and within the downtown along McKenna Avenue. Commercial along Highway 6 is characterized by pockets of strip centers with more auto-oriented uses while commercial in the downtown is within more traditional storefronts along a pedestrian-oriented street. General commercial within the ETJ is concentrated at the intersection of 168th Street and Cornhusker Road in newer shopping centers.

Industrial

Industrial uses comprise 3 percent of the Planning Area’s land use and are concentrated within corporate city limits at two prominent industrial areas. One is north of the intersection of Gruenther Road and 204th Street and the other is west of Highway 6 along Fairview Road. Industrial uses within the ETJ are adjacent to City limits and concentrated south of the I-80 and Highway 6 interchange.

Public/Institutional

Public and institutional uses make up three percent of the Planning Area and include schools and government buildings. Most institutional and public uses are strategically located within neighborhoods to provide residents access to services.

Parks and Recreation

Parks and Recreation uses make up six percent of the Planning Area and include public and private recreational areas and facilities. Gretna Crossing Park, Chaco Hills Recreation Area, and Tiburon Golf Club are the largest recreational facilities surrounding Gretna in the ETJ.

Other

Vacant and agricultural and open space are the most significant land use designations in the Planning Area. Agricultural and open space comprises the majority of the Planning Area uses (56 percent) and 43 percent of corporate city limits. This area includes active agriculture and open space. A smaller but notable portion is vacant, undeveloped, or under construction - 5

percent of the City limits and 12 percent of the ETJ. This area is of importance to note because of its potential for future growth. Consideration for the types of future uses for these areas is vital in shaping the character and identity of Gretna.

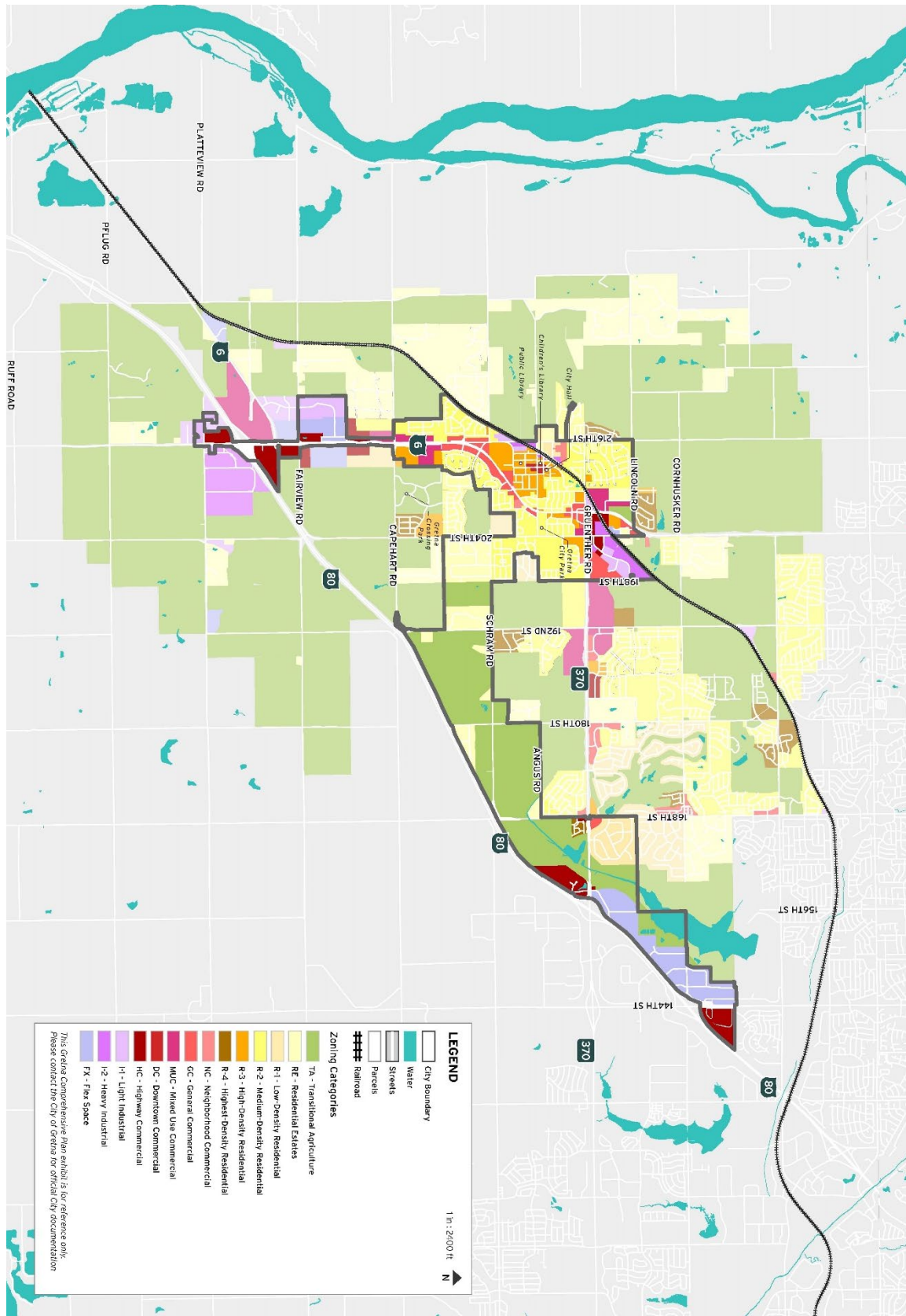
Zoning Ordinance Review

The City of Gretna last comprehensively updated their zoning ordinance in 2017. The purpose and intent of the ordinance is to promote the health, safety, and general welfare of the community in accordance with and to implement the goals, policies, and proposals from the comprehensive plan. The ordinance establishes a set of zoning districts and standards that regulate land use and development. Under Nebraska Revised Statutes, Gretna's planning jurisdiction includes the ETJ, the two-mile boundary surrounding City limits. The City enforces zoning and subdivision regulations within this jurisdiction including building, electrical, and plumbing codes.

Below is an overview of key zoning issues and opportunities.

- Agricultural zoning comprises most of Gretna's Planning Area (67 percent) and 35 percent within Gretna's corporate limits. The portion within Gretna's corporate city limits is transitional with the intent of future development.
- Residential zoning encompasses 23 percent of Gretna's Planning Area and 36 percent of Gretna's corporate limits. With three of the six residential districts encouraging density beyond single-family detached, most of Gretna's Planning Area and City limits are zoned for medium to high density residential. Residential zoning includes uses such as parks, open spaces, and institutional.
- Commercial (22 percent) and industrial (7 percent) zoning comprise a small portion of Gretna's City Limits and an even smaller portion of the Planning Area.
- Gretna's downtown, along McKenna Avenue, has a zoning overlay which establishes a form-based code for the area.
- The neighborhood around the downtown is currently zoned for high density residential although it is comprised of majority single-family dwellings.

Exhibit 3: Existing Zoning Map



Agricultural:

There are two agricultural zoning designations, Agricultural (AG) and Transitional Agricultural (TA). The intent of the districts is to preserve agricultural resources in the area, although TA designation is for areas that are in the process of transitioning from full scale agriculture to more urban uses. Agricultural designation is limited to Gretna’s ETJ while transitional agricultural is within and adjacent to corporate city limits. Permitted uses include farming, farm dwelling, public park and recreation areas, single-family residential, and public services among others.

Zoning District	Intent
AG Agricultural District	Limited to Gretna’s ETJ with the intent to preserve agricultural resources in areas that are unlikely to be compatible with urban growth.
TA Transitional Agricultural District	This designation is for areas that are in the process of transitioning from full scale agriculture to more urban uses and to preserve the agricultural resources during the transition period.

Residential:

Gretna has six residential zoning districts identified as RE-A, RE, R-1, R-2, R-3, and R-4. Three districts allow for single-family residential while three districts promote higher density residential. The majority of the single-family districts are confined to the ETJ with a small footprint in the northwest region of the City and in the area east of Highway 6 along Schram Road. R-2 is the most prevalent residential zoning district in the Planning Area.

Zoning District	Intent
RE-A Residential Estates (Animals)	Allows for low density residential that is compatible with adjacent growth and allows farm animals on a limited basis. Primarily for single-family dwellings but public parks and recreation areas, public services, and utilities are allowed within these areas.
RE Residential Estates	Allows for low density residential that is compatible with adjacent growth and allows farm animals on a limited basis. Primarily for single-family dwellings but public parks and recreation areas, public services, and utilities are allowed within these areas.
R-1 Low Density Residential	Permits single-family residential development and compatible uses such as public and private schools, public services, and public recreation areas such as parks, country clubs, golf courses, lakes, common areas, and swimming pools. Conditional uses in the low-density residential designation include hospitals, religious institutions, public utilities, and private recreation areas and facilities.
R-2 Medium Density Residential	The purpose of this designation is to permit single-family residential with an increase of density through duplexes and similar residential development that include public and supporting facilities to enhance quality of life. Compatible uses such as public and private schools, public services, and public recreation

	areas are permitted in these areas. Conditional uses in the low-density residential designation include hospitals, religious institutions, public utilities, and private recreation areas and facilities.
R-3 High Density Residential	This district permits single-family residential with an increase in density to include duplexes and higher-density dwellings. Uses include apartments with supporting facilities to improve quality of life for inhabitants, schools, public services, religious institutions, and public recreation areas. Conditional uses include bed and breakfasts, childcare, hospitals, and private recreation areas and facilities. This district is within or adjacent to the corporate limits, surrounds the old downtown along McKenna Avenue, and is in small pockets along HWY 6 and 370.
R-4 Highest Density Residential	R-4 promotes the highest density and mixture of residential uses and encourages more creative styles of homes. Some single-family detached uses are allowed but multi-family must predominate the area. Schools, public services, and religious institutions are allowed with conditional use for public utilities, childcare, and group homes. This designation is currently reserved to the ETJ in areas north and west of the corporate limits.

Commercial:

Gretna’s main commercial areas surround the primary corridors - Highway 6, I-80, and Highway 370 with secondary commercial area along McKenna Avenue in the downtown. Six commercial districts within Gretna and the ETJ allow for a range of intensities of commercial use.

Zoning District	Intent
NC Neighborhood Commercial	The intent of the neighborhood commercial district is to provide small-scale commercial and office development in or adjacent to commercial and neighborhood areas. Uses include business services, retail, community center, public services, and medical/general offices. A small amount of NC exists within corporate limits along Highway 6.
DC Downtown Commercial	The downtown commercial district is along McKenna Avenue between Figgs Street and Burns Place and allows for commercial and office development. Multi-family residential is allowed in the district on the upper floors. There are no height and minimum lot requirements.
GC General Commercial	General commercial establishes standards that foster an area within the district that will benefit economic, social, and cultural activities of the community. This designation is primarily located along Highway 6 and 370, within and adjacent to the City limits. Uses include services, childcare, public services, public and private recreation, and retail businesses. Residential is a conditional use of this district if in conjunction with the principal use located on the ground floor.

HC Highway Commercial	This district is designed to accommodate numerous commercial uses that have significant visual and traffic impacts such as big box retail that serve the larger region. Highway commercial is along I-80 concentrated by the 370, 144 th street, and Highway 6 interchanges and includes the Nebraska Crossing.
MUC Mixed-Use Commercial and Business Park	This district supports high-density residential including single-family, two-family, and multi-family in commercial and business park areas. It establishes aesthetic and architectural standards for these areas that encourage development that is appropriate for main entryways into the City of Gretna. Currently this designation is concentrated near the intersection of 192 nd Street and 370.
Destination District	This zoning designation is confined to Vala's Pumpkin Patch and is intended to stimulate economic development, foster authentic cultural expression, develop civic pride, deepen connections to places that increase tourism, and create a vibrant place.

Industrial:

Gretna has three industrial areas: along Sapp Brothers Drive off I-80, north of 370 between 204th Street and the railroad tracks, and in the southern portion of the City and ETJ at the Highway 6 interchange.

Zoning District	Intent
I-1 Light Industrial	Standards for areas with limited industrial, wholesaling, and storage to preserve land for expansion of basic economic activities, to avoid incompatible land uses, and serve these areas with adequate transportation facilities. Light industrial within corporate limits is at 204 th Street north of highway 370 and adjacent to city limits within the ETJ near highway 6 and I-80.
I-2 Heavy Industrial	Creates standards for heavier industrial uses and adult entertainment establishments. These areas surround the light industrial uses.
FX Flex Space	Flex space is concentrated off I-80 on the northeastern edge of the City along Sapp Brothers Drive. This district provides standards for limited industrial to preserve land for the expansion of economic activities and accommodate the necessary transportation and compatible uses.

Planned Unit Development District

Planned Unit Development (PUD) is a zoning classification that allows for flexibility of a specific parcel or tract of land to encourage innovative and creative approaches to land use and development. The City may waive or modify zoning requirements in exchange for a project that offers economic and efficient use of land, permanent open space or recreation areas, preservation of natural features, improved amenities and services, increased housing options, or other public benefits.

Gretna's PUD ordinance intends to encourage creative design of new living and retail areas to distinguish from subdivisions with the intent to create standards and regulations for buildings, open space, and their interrelationship. The PUD district is a floating zone, and the City has a formal procedure for PUD review and approval. The ordinance establishes layout, connectivity, open space, stormwater management, and other standards and regulations.

Overlay Zoning Districts

Overlay zoning is a regulatory tool that creates a special zoning district over existing base zones. Its intent is to address land use or development issues that might not have been adequately met by current zoning or for areas that encompass multiple zoning districts. It creates special provisions in addition to the underlying base zoning designation.

- **CO - Corridor Overlay District.** The Corridor Overlay extends along Highways 6, 31, and 370 to establish basic site and building development criteria to implement the policies developed in the Comprehensive Development Plan. The purpose of the overlay is to provide for cohesive and properly developed corridors and entrances into Gretna. The criteria include landscaping, building material selection, lighting, site layout, and road development.
- **IC - Interstate Corridor Overlay.** The Interstate Corridor Overlay is confined to the area within a half mile of either side of I-80 to establish basic site and building development criteria to implement policies from the Comprehensive Development Plan and Nebraska Innovation Zone Commission Design Standards. The purpose of the standards is to promote quality design, preserve natural features and the appearance of agricultural lands, and promote economic development along I-80. The criteria include landscaping, building materials, lighting, and road development.
- **DTO - Downtown Overlay.** The Downtown Overlay District extends a half block on either side of McKenna Street between Angus Road and Burns Place. The overlay establishes principles, guidelines, and standards considering the buildings, their historic character, and their relationship to each other, the streets, and shared spaces. The Gretna Form Based Overlay District is designed to preserve the historic character of an area, improve the economic well-being of neighborhood businesses, and increase the quality of its inhabitants and visitors' lives.
- **GMA - Growth Management Area Overlay.** The GMA overlay applies to areas east and south of the corporate limits of Gretna. The overlay protects the future growth areas of the community and implements specific growth policies from the Gretna Comprehensive Plan.

Opportunity Areas

As discussed in this section, there are several key factors that point to potential opportunities for future growth - land use patterns, zoning regulations, conditions of the real estate market, regional transportation connections, annexation, and strategic state, county, and local incentives.

Target Growth Areas

Throughout the City and within the ETJ, several development, improvement, or growth areas were identified. These sites provide an overview of locations that may offer strategic value to the community and were chosen based on several factors including existing land use, future land use or development, ownership, physical condition, and location but most are vacant, underutilized, or undeveloped. These areas represent a substantial amount of land that may be suitable for increased density or intensity of residential, commercial, recreational, or industrial use as shown on the map on the following page.

Some of the opportunity sites are outside of corporate city limits. The State of Nebraska has introduced a process for cities to expand their municipal limits through annexation of adjacent lands, lots, tracts, streets, or highways. There are roughly 48 SIDs within the ETJ and 17 are adjacent to the City's corporate limits, 2 of which are industrial, that should be strategically considered for future annexation. Gretna should plan for annexation in pursuit of planning and land-use control, regulating and participating in future growth, adding to economic stability, protecting, and enhancing the quality of life, and maintaining and preserving the City's future growth areas.

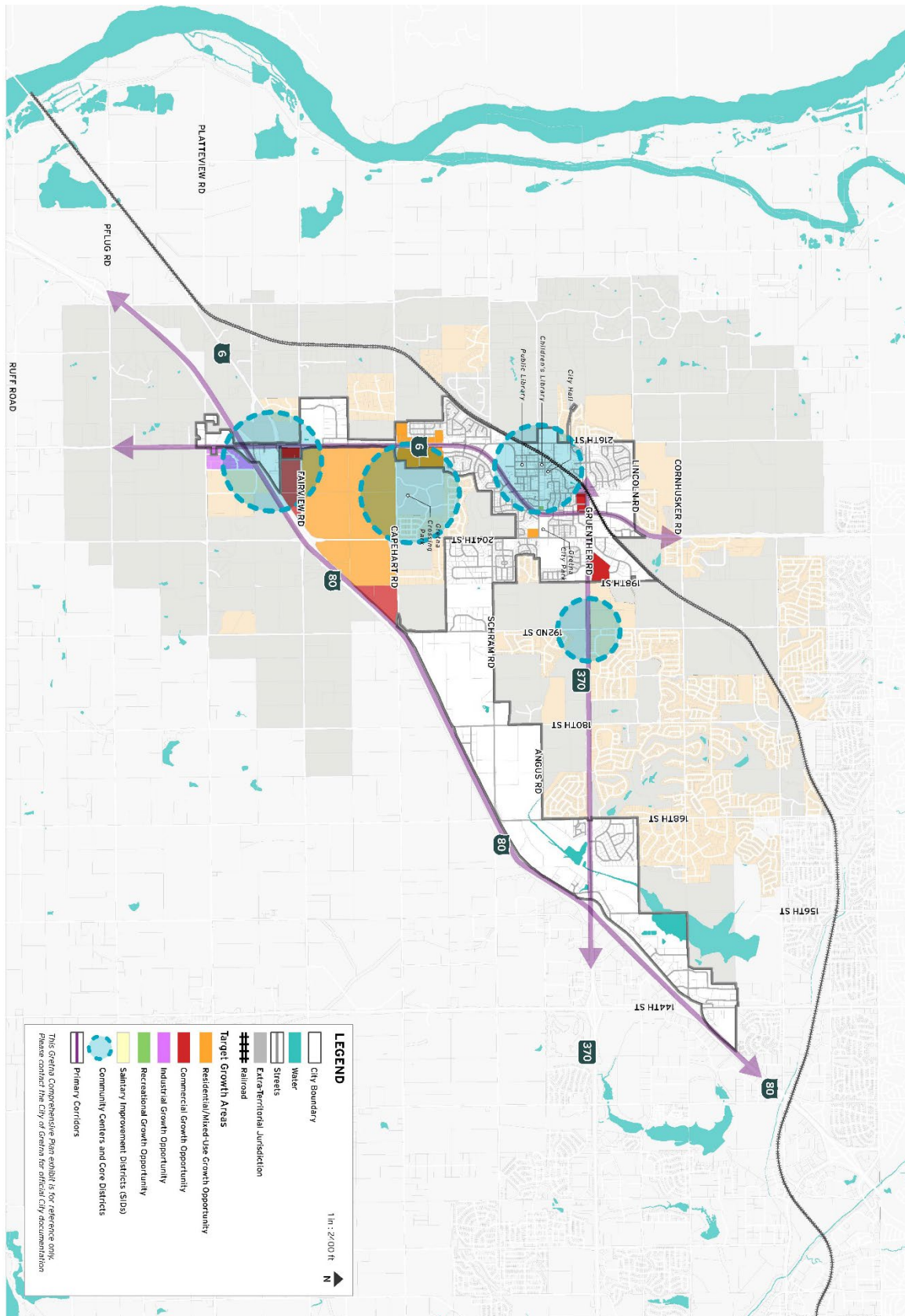
Community Centers and Core Districts

Past plans have explored the notion of a new downtown or core districts while continuing to strategically strengthen and connect to the existing downtown and other community centers. These core areas within the community should feature a dynamic mix of uses in a walkable and vibrant urban setting. A multi-center approach for Gretna should be considered with an existing historic downtown, strong highway and commercial corridors, any new community centers, notably the Crossings Corridor, should complement and not take away from the market area.

The Crossings Corridor Master Plan highlights a critical growth area for the City of Gretna. Spurred by the introduction of the Gretna Crossing Park and the new Transformational District bill that passed in Nebraska, this area east of highway 6 between the new Gretna Crossing Park and I-80, is anticipated to become a national destination area and a new downtown district for Gretna with a mix of uses including a new location of City Hall and the library, residential, entertainment, sports, business park, and retail. When assessing the future of the City it is imperative to consider the impact this district could have on the economic and housing diversity of the community.

The Nebraska Good Life Transformational Projects Act passed to promote the economic welfare of the state and encourage communities to develop unique projects that attract industry and employment opportunities in retail, entertainment, and tourism. The bill promotes public and private partnerships to create transformational districts.

Exhibit 4: Target Growth Areas and SIDs



Community Character

Neighborhoods, corridors, districts, parks and open spaces, streetscapes, the public realm, and community design are key elements that define a community's character and identity. These elements contribute to a unified built environment, encourage a sense of place, increase property values, and attract business investment.

The railroad, highway, and interstate system shaped the physical pattern and character of the City of Gretna. Historically a bedroom community for those working in Omaha or Lincoln, Gretna is continuing to grow into a vibrant and active city center. The fabric of Gretna's community character includes the downtown, corridors and districts, neighborhoods, and community spaces. Developing these community assets through capital improvements, zoning, and public review process will differentiate Gretna and position them as an attractive destination for new residents, jobs, and growth.

Downtown

The Old Downtown Gretna, along McKenna Avenue, remains an important identifier of Gretna's small-town character and historic charm. The 2020 downtown streetscape improvements strengthened the character of the district by introducing brick pavers, pedestrian lighting, and improved sidewalks. The buildings are in good condition and have been subject to rehabilitation and storefront improvements over the years but there are still vacancies, underutilized properties, and vacant lots that take away from the character of the district.

Strengthening the downtown's identity and activating the area will be key to enhancing the small-town character of Gretna. Initiatives are already underway to make this happen. The first summer of Gretna's Farmers Market began in 2023, shutting down McKenna Avenue to vehicular traffic every Saturday morning to bring an influx of residents and visitors to the city center. The Downtown's Form Based Code Overlay focuses on the physical development and public realm and introduces an opportunity to reinvest in the downtown and strengthen the historic character. The neighborhood surrounding the Downtown, although zoned for R-3 Higher-Density Residential, is predominantly comprised of single-family homes. Opportunities exist to encourage renovations and density in and around Downtown.

Corridors & Districts

The main corridors through Gretna, Highway 6, and Highway 370, serve as the key commercial corridors of the area. Highway 6 traverses Gretna north to south offering ample auto-oriented shopping centers and highway commercial once connected to I-80. Highway 370 is a large four-lane highway with residential and commercial uses. Opportunities to strengthen Gretna's identity along both corridors through established design standards, improved safety and connectivity, and wayfinding and branding can promote Gretna as more than a pass-through community.

Neighborhoods

Gretna's neighborhood districts are predominantly single-family and built in the last 20 years. These newer residential neighborhoods are defined as subdivisions with larger homes, parks

and open space requirements, and a system of pedestrian connectivity. The older housing stock is in the central part of the City surrounding the downtown and near Gretna High School. These homes are generally good condition with some signs of deterioration. Residential land use is the prominent use within these neighborhood districts with some community facilities, schools, and amenities interspersed. More diversified land uses, and integrated neighborhoods will promote a better quality of life for Gretna residents.

Community Spaces

Gretna's main community spaces consist of parks and open spaces. There is a substantial presence of open spaces and parks in Gretna, located within existing neighborhoods providing community gathering spaces, trails, and recreational and athletic opportunities to residents and visitors. Although there is ample park and open space the City can work to improve connectivity between assets, utilize school and private lands to expand the network of parks and open spaces, and ensure parks and open space are a component of new development. As Gretna continues to grow, ensuring parks and open spaces, greenways, tree canopies, and environmental ecosystems are a part of the growth will enrich the quality of life of residents and make Gretna a better place to live, work, and play.

Key Land Use & Development Recommendations.

- Seek to diversify land uses within the community, notably in undeveloped lands.
- Invest in the downtown core and surrounding neighborhood to introduce a vibrant and historic city center for the community.
- Strengthen Gretna's physical identity along the commercial corridors.
- Diversify the housing supply, price point, and neighborhood mix.
- Promote connectivity through and to the community.
- Utilize the downtown form-based code overlay and assess additional opportunities to introduce form-based code to the City.
- Strengthen the parks and open space network to increase quantity and quality as Gretna continues to grow.
- Foster small-business growth.
- Target growth areas within the City to introduce density and amenities within corporate limits and assess strategic opportunities for expansion of municipal limits through annexation of areas in the ETJ.

Section 7: Mobility & Connectivity

As the City of Gretna experiences continued growth and development, its transportation infrastructure plays a pivotal role in shaping the quality of life for its residents and fostering economic vitality. Examining the key components of the community’s transportation network - traffic circulation, pedestrian accessibility, and cycling facilities - provides a comprehensive understanding of the strengths, challenges, and opportunities that characterize Gretna's mobility landscape.

Gretna’s transportation network is primarily comprised of the City’s vehicular transportation system with bike trails limited to parks and green spaces and a pedestrian network confined to subdivisions and collector and local streets. Currently there are no public transit options available within or to Gretna.

Roadway Network, Traffic Circulation, & Safety

Gretna’s roadway network includes expressways, arterials, collectors, and local streets that are jointly managed and maintained by the City of Gretna, Sarpy County, and Nebraska Department of Transportation (NDOT). The freeways and expressways in the City include Interstate 80, which runs adjacent to the City boundaries and connects Gretna to both nearby Omaha and Lincoln, US Route 6, Nebraska Route 370, and Nebraska Route 31, which connects the City to I-80. The rest of Gretna’s roads can be divided into 6 Green Street Classifications according to the Crossings Corridor Plan: neighborhood streets and boulevards, parkway and residential greenways, Buffalo Creek Greenway, connectors, industrial roads, and main streets. Some of the more significant collectors and arterials within the City’s jurisdiction include W Angus Rd, 180th Street, Fairview Road, 168th Street, 144th Street, Gruenther Road, Capehart Road, and Schram Road.

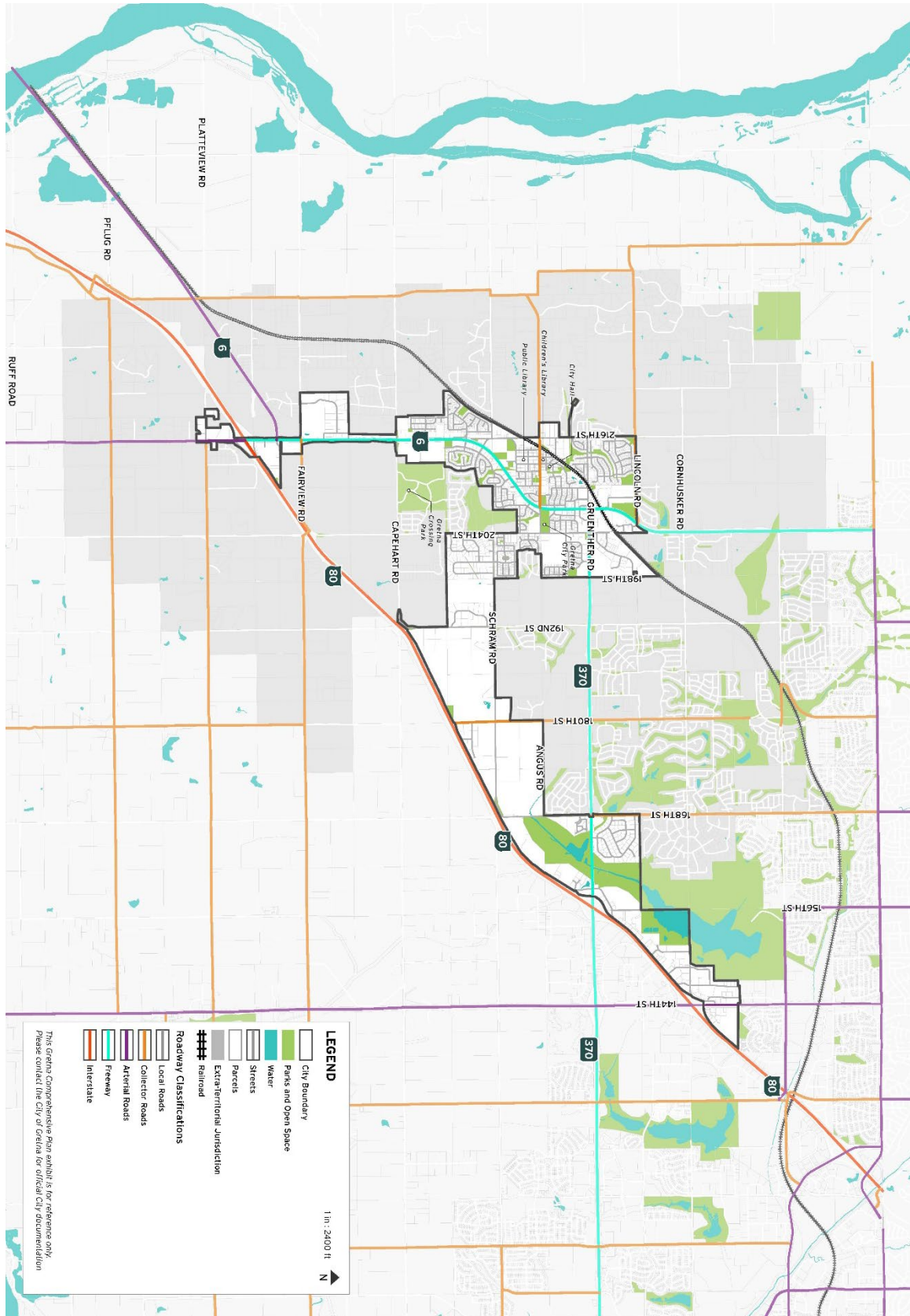
Table 13: The Crossings Corridor Green Streets Classifications, The Crossings Corridor Master Plan

Green Street Classification	ROW Width (ft)	Driving Lanes	Sidewalk Sides	Trail Type	Trail Sides	Development Trail Oriented
Neighborhood Street	60'	2	Both	None	N/A	No
Boulevard	100-150'+	2	Both	None	N/A	No
Residential Greenway	150-200'	2	Both	8' Shared Use Pathway	One	No
Parkway	150-200'	4	Both*	8' Shared Use Pathway	Both	Yes
Buffalo Creek Greenway	240-300'+	0	Both*	10' Multi-Use Trail	Both	Yes
Connector	110'	4	One	10' Multi-Use Trail	One	No
Industrial Road	72-100'	2	One	10' Multi-Use Trail	One	No
Main Street	100'	2	Both	None	N/A	No

* Sidewalks integrate adjacent sidepaths and trails into Trail Oriented Development

** See typical sections for additional detail/reference

Exhibit 5: Roadway Classification



Traffic Circulation

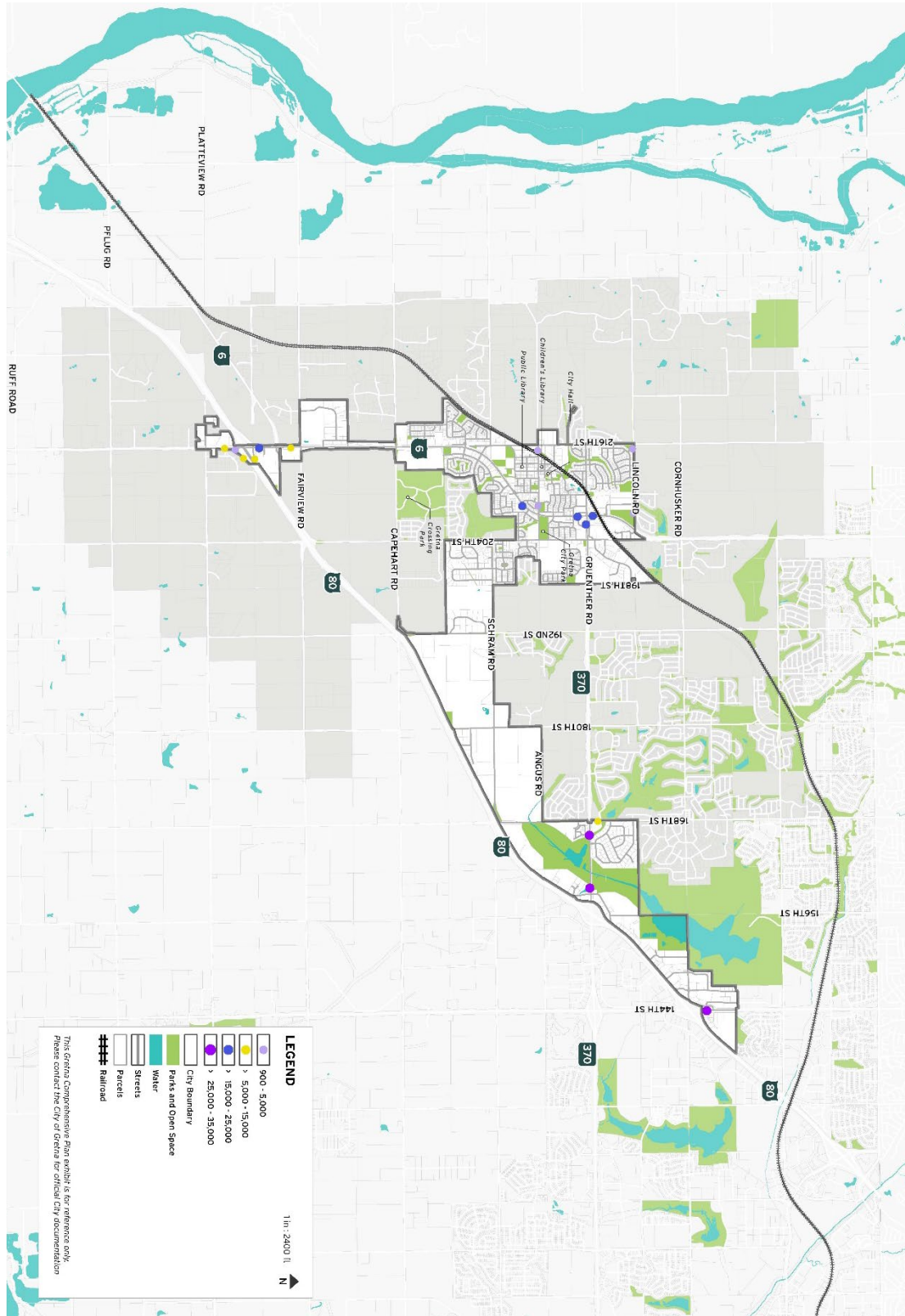
N-370 leading up to the I-80 interchange and the 144th Street and I-80 interchange established themselves as the highest trafficked areas in Gretna. There was also significant traffic on US-6 leading to the I-80 interchange, but notably less than at the other two I-80 interchanges in the community, which may suggest that those interchanges are easier to access I-80 from and that there are more points of interest in those areas. There was also a lot of vehicular traffic going through the Gruenther Road/N-370 and US-6 intersection that warrants further exploration when planning for Gretna's future transportation needs.

Table 14: Annual Average Daily Traffic (AADT), 2021-2022

AADT Total	AADT Truck	Road Name	Segment	Road Type	Lanes	Speed Limit (MPH)
1,035	0	Lincoln Rd	S 216 St and S 210 St	Local	1 Each Way	45
2,360	60	Lincoln Rd	S 210 St and Rt 6	Local	1 Each Way	45
24,420	1,100	Rt 6	W Gruenther Rd to Giles Rd	Freeway	2 Each Way	35
21,455	540	Rt 6	W Gruenther Rd to Locust St	Freeway	2 Each Way	35
23,190	950	Rt 6	Locust St to Fairview Rd	Freeway	2 Each Way	45
15,085	680	Rt 6	Fairview Rd to Melia Rd	Freeway	2 Each Way	55
17,580	715	Rt 6	Melia Rd to I-80 Ramp	Freeway	2 Each Way	55
8,455	1000	Rt 6	At I-80 Junction	Freeway	2 Each Way	55
16,980	1025	Highway 370	Rt 6 to S 192 nd St	Freeway	2 Each Way	55
6,595	0	Exit Ramp	I-80 exit ramp to Rt 6	Interstate Ramp	One way	30
29,495	970	Highway 370	S 168 th St to Sapp Brothers Dr	Freeway	2 Each Way	55
925	0	W Angus St	S 216 th St to Meadow Dr	Collector	1 Each Way	25
3,075	0	W Angus St	Meadow Dr to S 204 th St	Collector	1 Each Way	25
26,505	2,035	S 144 th St	Cornhusker Rd to Chandler Rd	Freeway	2 Each Way	45

Source: Nebraska Department of Transportation, Traffic Count Data

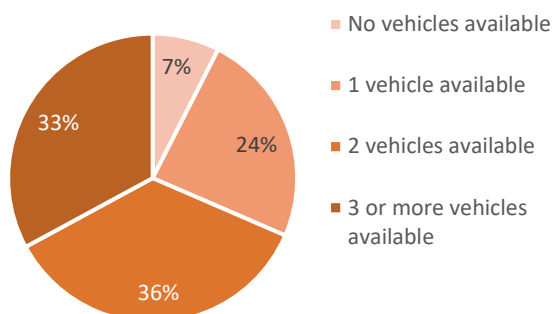
Exhibit 6: Annual Average Daily Traffic (AADT) Counts, 2021-2022



Source Nebraska Department of Transportation, Traffic Count Data

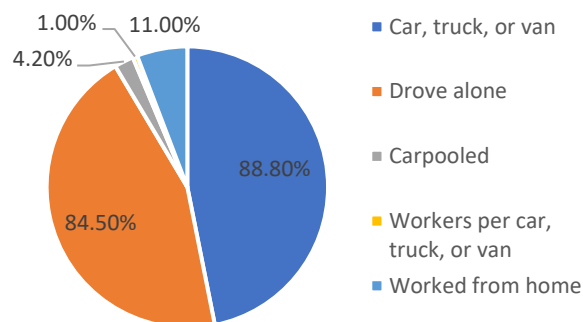
Since there are no public transportation options, Gretna’s population is heavily dependent on personal vehicles. In 2021, ACS estimated that 92 percent of households had at least one vehicle, 68 percent had two or more. Similarly, 88 percent of the working population travels to work by car—84.5 percent drive alone and four percent carpool, usually in two-three person groups. Of the remaining 12 percent of workers, 11 percent reported that they worked from home.

Figure 5: Household Vehicle Availability



Source: American Community Survey (ACS) 2017-2021, 5-Year Estimates

Figure 6: Commuting Characteristics



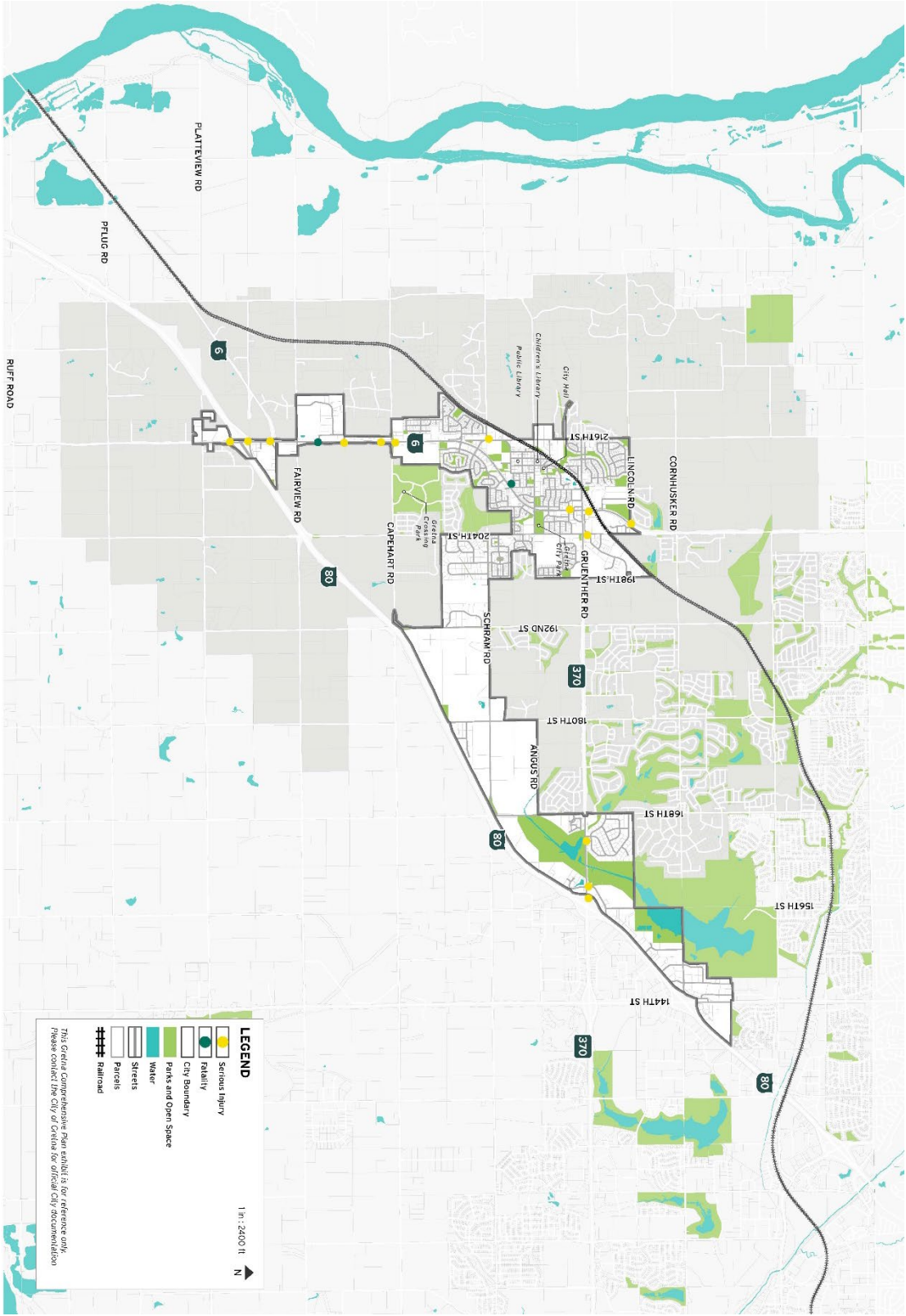
Source: American Community Survey (ACS) 2017-2021, 5-Year Estimates

In the 2017 Metro Area Travel Improvement Study, MAPA looked to develop a “comprehensive, multi-modal plan for the interstate and major roadways in the region,” including Nebraska-370 along the Northern edge of Gretna. Given the major traffic delays and congestion on the corridor, moderate freight usage, and plans to make it a future Bus Rapid Transit (BRT) corridor, the planning agency advised that the road be widened to six lanes and create innovative intersections from 180th Street in Gretna to US-75 in nearby Bellevue. According to the study, these projects would greatly reduce congestion and improve job accessibility and freight operations.

Safety

Between 2015 and 2019, there were 15 serious or fatal crashes involving one or more motorized vehicles in Gretna. Of those 15, two have been fatal; both fatalities and many of the serious crashes have occurred on US-6, clustering around the N-370 and I-80 interchanges. On N-370 near the I-80 interchange, there were also a series of crashes that occurred that may warrant further investigation for developing a comprehensive plan to address future transportation needs.

Exhibit 7: Serious and Fatal Vehicular Crashes, 2015-2019



Source: Nebraska Department of Transportation, Crash Data Portal

Transit Landscape

Gretna's transportation infrastructure is primarily comprised of the City's vehicular transportation system and bike trails within parks and green spaces. Currently there are no public transit options available within the community. However, there is extensive public bus service in nearby Omaha, operating both local and express line. Several of the bus lines do go into Sarpy County, terminating not far from Gretna's northeastern border. Omaha and Lincoln have stations on the Burlington Northern Santa Fe Amtrak Line called Omaha Station and Lincoln; they are the two closest train stations to Gretna. The line does run through Gretna, but there is no train station or access to the line within Gretna's City limits.

Since the early 2000s, the Omaha Metro Region, which includes Sarpy County, has been building a case for more public transportation investments. In the 2020 Transit Return on Investment report from MAPA, the planning agency evaluated the economic impact of Transit-Oriented-Design (TOD) and Bus Rapid Transit service through Omaha County and the surrounding Metropolitan area. The report evaluated routes proposed in the 2013 Regional Transit Vision Feasibility Analysis, also from MAPA. Among those proposed routes was Nebraska-370 stretching from Bellevue into Gretna to terminate at the 144th Street Park & Ride. They argued that BRT "supports development of activity centers, providing targeted congestion management on the most challenging corridors" and encouraged the region to move forward with implementing routes. Sarpy County has already been developing policies and making updates to the land use plans to create critical mass along the region's proposed BRT corridors, through a higher density of private development. In 2022, the MetroNext report proposed another set of express bus routes, including one from the Westroads Transit Center in Omaha to Gretna via I-80.

Despite its lack of public transportation options, Gretna Public Schools Transportation Department operates a fleet of school buses throughout the town, making stops at residences that have purchased the \$20 per year bus pass.

Parking Facilities

Residential development comprises most on-street parking except for the Downtown—constrained to the area between N McKenna Avenue, Figg Street, S Scott Street, and South Street—which allows on-street parking on both sides. Most commercial businesses offer surface level lots for patrons and there are no parking garages within the City of Gretna. Gretna has a single carpool lot located on N-370 near the I-80 interchange that serves as a stop for a Lincoln-Bound bus.

While on-street parking is permissible in all the residential developments, most residents appear to primarily use personal driveways and garages, leaving the on-street parking in these areas underutilized.

To accommodate the growing demand for electric vehicles, the City has six public charging stations, two at Gretna City Hall and four at Nebraska Crossing with an additional station planned at Flying J Travel Center. However, no incentives are currently in place by the City to expand access to charging stations.

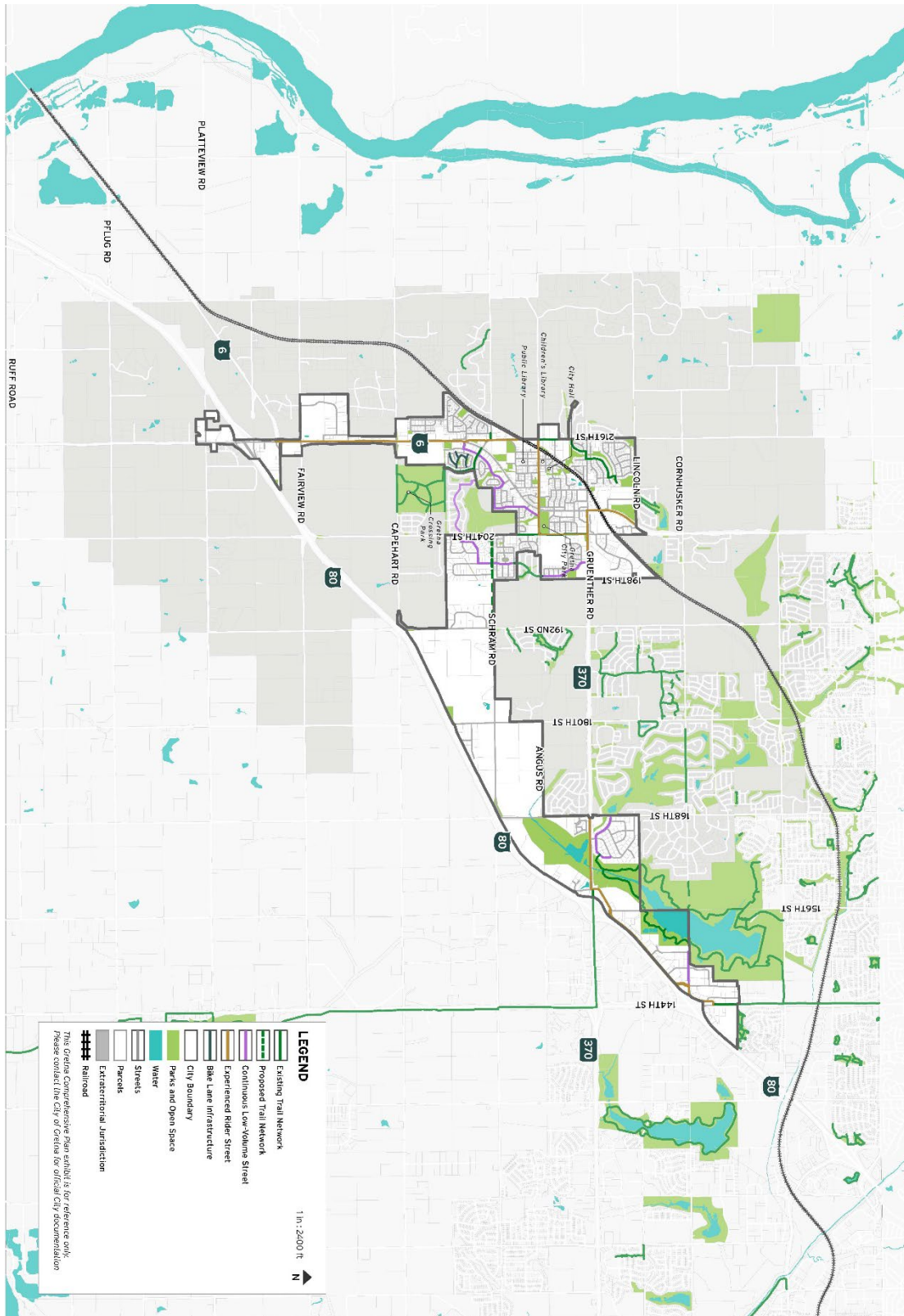
Bicycle & Pedestrian Facilities

The community's active transportation landscape includes sidewalks on most City roads, apart from major highways and arterials. Although a pedestrian network exists, there are obstacles to mobility and limited connectivity. In numerous areas, roadways only have sidewalks on one side or feature sidewalks that end abruptly. Most street corners with sidewalks have curb cuts, but not crosswalks. There are official crossings in the Downtown, by parks and schools, and at the W Gruenther Road and N-370 intersection.

Sidewalks are commonplace in all subdivisions except for Sudbeck Homes Community and the subdivisions south of Schram Street. According to the Gretna Zoning Ordinance, sidewalks are required to be a minimum of five feet wide and must be built to the City specifications along all public and private streets unless an alternative pedestrian and sidewalk plan is developed and approved. However, the zoning ordinance does not provide any further details about the City's specifications for sidewalks apart from the minimum width and permissible materials.

Parks and green spaces provide the community's existing bike network. Currently, there is no official on-road bike infrastructure—separated, standard, or shared lanes. In addition to the Mo-Pac Trail, which is located along the Platte River south of N-31 and east of N-50, Gretna Crossing Park, which opened in Fall of 2023, has created numerous paths for biking, running, and walking. With the newly acquired annexed land, Gretna now also hosts trails in Chalco Hills Park and around Wehrspann Lake. There has been a recent push by the City of Gretna to connect all these trail routes into a larger network of walking and biking trails to encourage more active modes of transportation among its residents.

Exhibit 8: Gretna Trails and Bike Network



Future City & County Transportation Projects

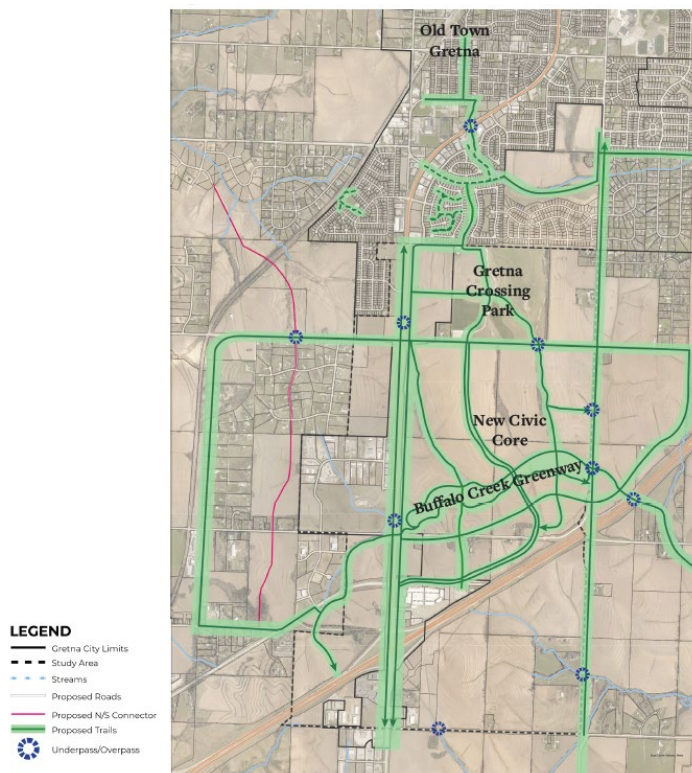
The Crossings Corridor Master Plan

The Corridor Plan proposes a Greenway Network that will provide a continuous physical connection from the new Gretna Crossing Park to “Old Town” Gretna with a trail system and active transportation. The greenway will prioritize pedestrians with signalized, grade separated crosswalks at major streets and the interstate.

The plan also looks to create a more multi-modal transportation network. To accomplish this, they plan to implement signalized intersections along Nebraska 31 and US 6 and build roundabouts along Capehart Rd, 204th St, and internally within the study area. This also includes expanding the network of sidewalks, side paths, and trails that complement the roadway network through complete street design.

In the Plan’s wider effort to connect the entire community with pedestrian and bike routes the Crossings Corridor Plan looks to invest in Trail Oriented Development (TROD). The trails will serve as essential links for development and regional trails such as the MoPac Trail south of I-80 and the Buffalo Creek Loop Trail. To the North, trails intend to strengthen the connections between The Crossings Corridor and “Old Town” Gretna. To the west the development of the trail system will support connections across Highways 6 and 31 and S 204th St, ideally with grade separated crossings, which lower the barrier to using active transportation for trips of three miles or less.

Exhibit 9: Gretna’s Trail Network, The Crossings Corridor Master Plan



Finally, the Crossings Corridor Plan follows the recommendations of the Lincoln/Omaha Intercity Feasibility Study to develop a new transit proposal for Gretna. The plan proposes a strategic loop that connects regional travelers on both the urban, I-80 route and the rural Highway 6 route. The loop would include a Crossings specific bus transit route. The plan also hopes to introduce bike and scooter share programs to Gretna, but a shared mobility ordinance is needed from the City of Gretna to complete the project. They would also expand the local transit services offered through METRO Omaha Transit. Finally, the plan would expand existing infrastructure like the park and ride lot and electric vehicle charging.

PlanGretna Comprehensive Plan 2021

Every few years the City of Gretna puts out a Comprehensive Plan for the City called PlanGretna. The most recent update in 2021 provided intentions for the future of Gretna's roadways. Specifically, the plan looks towards the development of the areas around Nebraska Highway 370 in which the areas on the North and South sides of the highway will be required to improve walkability. The update calls for a more comprehensive network of sidewalks, crosswalks, and bridges/overpasses to improve pedestrian accessibility.

PlanGretna calls out specifications for parking areas and paving materials, urging developers to include natural landscaping and softer surfaces to help mitigate stormwater runoff in addition to designating different rights-of-way like sidewalks, loading zones, crosswalks, etc.

MAPA PEL Study for New Interchange

In 2022, Metropolitan Area Planning Agency (MAPA) released the Western Sarpy County Planning & Environmental Linkages Study, which looked to improve access to I-80 to mitigate deficient traffic operations at the I-80, N-370, and N-31 interchanges. Given the large clusters of freight generators in Gretna and their anticipated growth based on future land use plans, MAPA advises constructing a new interchange for I-80. Based on their study, MAPA suggests that the new interchange be located at Pflug Road, Platteview Road, 204th Street/ Fairview Road, 192nd Street/ Capehart Road, 180th Street, or 168th Street.

Key Recommendations & Needs

Through various meetings with City stakeholders and extensive existing conditions assessment, the community identified a set of transportation priorities. Stakeholders emphasized a need for increased safety for non-motorized modes of transportation and more diverse modes of transportation. Stakeholders also expressed concern about the future of the highway infrastructure and its role within Gretna's evolving transportation network. With these needs in mind, a high-level framework of transportation and mobility recommendations are outlined below.

- Provide a grade separated crossing, over or underpass on US-6, that lowers the barriers for active transportation users crossing the highway, in line with the approach presented in the PlanGretna 2021 update.
- Enhance traffic and pedestrian controls on Nebraska 370, east of US-6 including formalized sidewalks, trails, and bike paths to increase safety to schools, parks, and City services.

- Pave the gravel roads around Vala's Pumpkin Patch and Apple Orchard off Schram Road and consider paving the remaining segments on 168th Street, 216th Street, Gruenther Street, and N-370 from 204th Street to I-80.
- Upgrade the roadways by complete street designs principles along US-6 and N-370 to provide additional capacity for alternative transportation modes.
- Create more access points into the City's main centers along the interstate to help bolster the local economy, as outlined in the finding of the MAPA PEL Study.
- Formalize and expand the interconnected trails system proposed for the Crossings Corridor Plan throughout the City to provide safe, on-street cycling infrastructure and encourage more active transportation.
- Introduce a local bus or light rail system given Gretna's aging population that would cater to the needs of the mobility-limited and aging population.
- Strengthen Gretna's position between Omaha and Lincoln with a new rail station in Gretna on the Burlington Northern Santa Fe Amtrak Line that can be used for regional and long-haul rail travel.
- Implement incentives to private developers to encourage the development of additional electric vehicle charging stations.

Section 8: Community Systems

Community Facilities and Services

The City of Gretna operates under a council/mayor form of government, with an elected mayor and four council persons. City services are primarily administered and operated from City Hall in Downtown Gretna at 204 N McKenna Avenue. The City's departments include Administration, Tree Board, Building & Zoning, City Pool, Fire, Library, Parks & Recreation, Police, Public Works, and Water & Sewer Billing.

Public Works

The City of Gretna Public Works Department is responsible for maintaining streets, signage, parks, public spaces, swimming pools, water and wastewater systems, and public decorations. The Department has a staff of 13, which has not increased since the most recent annexation. The Department is currently working on a Capital Improvement Plan, which will assess equipment needs, set a budget for the Public Works Department, and prioritize critical projects. The Public Works facility is located at 20090 Husker Drive and there is room for the facility to grow on the property to accommodate the Department's needs. As Gretna grows, as will the need for more staff members and additional budget allowance.

Schools

The Gretna Public Schools system includes 11 schools: six elementary schools, two middle schools, and two high schools. Most of these schools were constructed within the last 20 years, though the school district has existed since 1888. Through consolidation over the years, the district has grown to encompass 70 square miles. The district employs 472 classroom instructors, school psychologists, and technology coordinators. It also employs over 325 support staff, including classroom and special education paraprofessionals, office and secretarial help, nurses, maintenance staff member and custodians, kitchen personnel, bus and van drivers, maintenance specialists, groundskeepers, and mechanics. As Gretna and the district continue to grow, the most critical needs will be planning and constructing additional facilities and ensuring that there are adequate resources and staff to accommodate the student population.

Fire and Rescue

Gretna Fire and Rescue serves the western part of Sarpy County. Tax dollars support fire services, while donations support Emergency Medical Services (EMS). Well-trained volunteers staff both Fire and EMS, but the department is planning to hire up to 12 paid staff members as the area's population grows. Paid staff will eventually handle most emergency calls, which surpassed 15,000 in the past year. Equipment is well maintained, with no engines older than 15 years. The primary Fire and Rescue Department is located on Capehart Road near Highway 6. The secondary station is located on 168th Street and Cornhusker Road on the southwestern outskirts of the Omaha metropolitan area. As the City of Gretna and its surroundings develop,

the Fire and Rescue Department is transitioning from servicing a rural area to a suburban area. Because of Gretna's rapid growth, it is likely that a new satellite station will need to be constructed on the northwest side of the City near the county line.

Law Enforcement

Sarpy County Law Enforcement Division provides law enforcement for the City of Gretna. The nearest Sheriff's Offices are in the nearby communities of Springfield and Papillion. As the City of Gretna continues to grow, the establishment of a City of Gretna police department or the construction of an additional Sarpy County Sheriff's office may be necessary.

Library

There are two libraries operating in Gretna. The primary Public Library is located at 736 South Street. The Children's Library is located Downtown at 119 McKenna Avenue. The library loans books, games, crafts, films, and more. The library also provides access to public internet stations, computers, historical archives, and eResources, such as databases. Additionally, library staff organize game nights, book clubs, storytime, babysitting courses, cooking classes and other activities for all age groups. Due to staffing and resource shortages, only one of the two facilities can be open at a time. Due to Gretna's rapid growth, membership has doubled to over 6,000. The City is currently working on a Library Planning and Feasibility Study to determine if there is demand for a new facility or a civic center expansion.

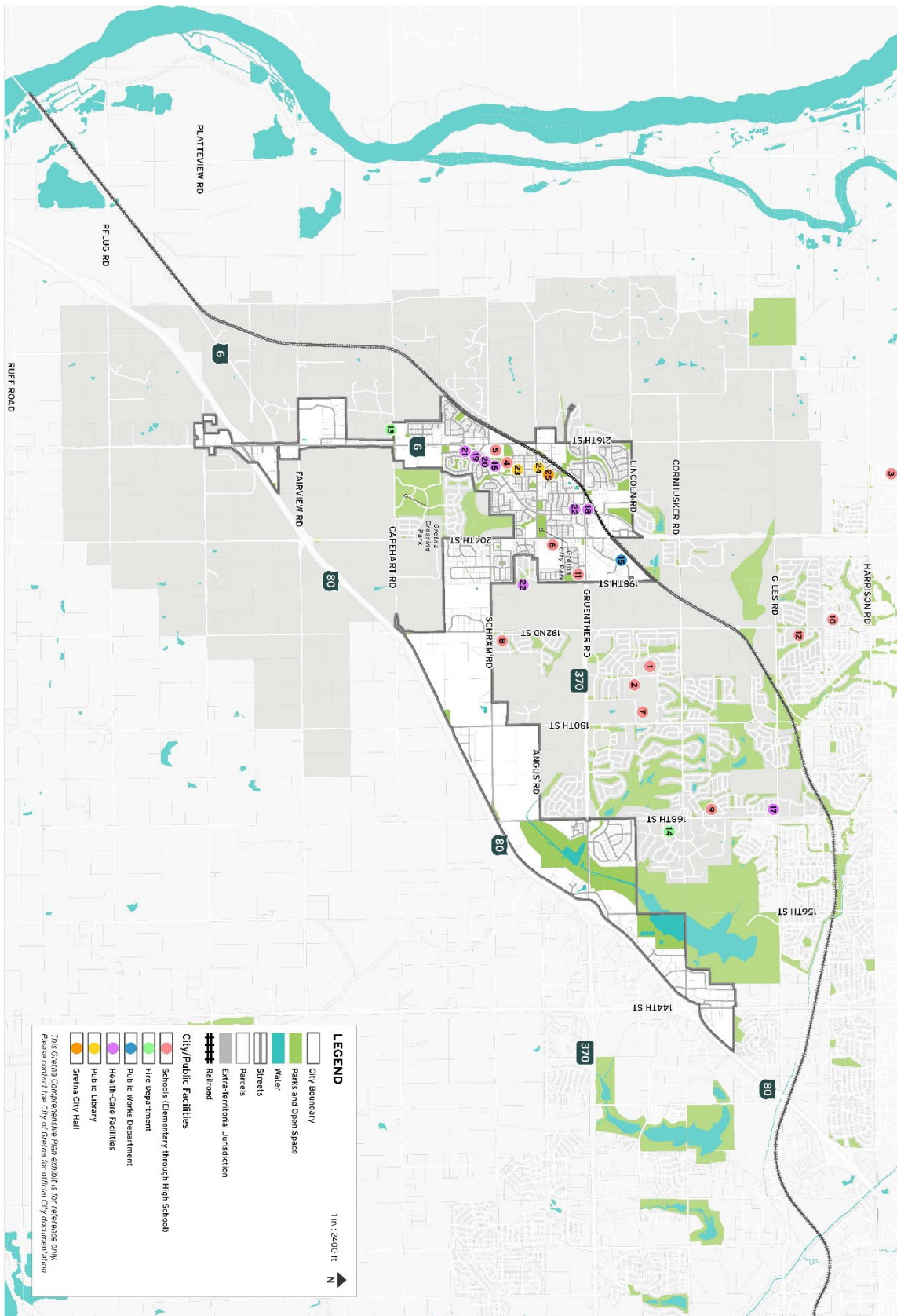
Health Facilities

There are no hospitals in Gretna, but there are numerous healthcare facilities located along Highway 6. The Methodist Physicians Clinic complex provides urgent care, women's health, and general medical services. Other medical offices include the Children's Physicians Center, Gretna Family Health, Azria Health, Midwest Regional Health, and CHI Family Health. The growing population may increase demand for medical services and present an opportunity for future hospital development and health district planning. This could bring additional medical service options to the community, as well as amenities, resources, and jobs.

Community Facilities Legend (reference map on next page)

- | | |
|--|----------------------------------|
| 1. Aspen Creek Elementary | 13. District 1 Fire Station |
| 2. Aspen Creek Middle School | 14. District 2 Fire Station |
| 3. Falling Waters Elementary | 15. Public Works Department |
| 4. Gretna Elementary School | 16. Azria Health: The Willows |
| 5. Gretna Middle School | 17. Chalco Health Center |
| 6. Gretna High School | 18. CHI Family Health |
| 7. Gretna East High School | 19. Children's Physicians Center |
| 8. Harvest Hills Elementary | 20. Gretna Family Health |
| 9. Palisades Elementary School | 21. Methodist Physicians Clinic |
| 10. Reeder Elementary School | 22. Midwest Regional Health |
| 11. Squire John Thomas Elementary School | 23. Gretna Public Library |
| 12. Whitetail Creek Elementary School | 24. Gretna Children's Library |
| | 25. Gretna City Hall |

Exhibit 10: Community Facilities



Parks and Recreation Inventory

The City of Gretna has a variety of regional, community, neighborhood, and mini parks that serve residents from Gretna and surrounding areas. Regional Parks are large, multi-use parks that serve multiple communities within a region and typically span more than 500 acres. Community Parks are parks that meet community-wide recreational needs and are usually greater than 10 acres in area. Neighborhood Parks are designed for recreation and community gathering and typically range in size from one to five acres. Mini Parks are accessible to surrounding neighborhoods and are typically one acre or less. Gretna’s population has access to one Regional Park, four Community Parks, two Neighborhood Parks, and two Mini Parks.

The City of Gretna manages seven parks within the corporate city limits and two additional parks within the City’s ETJ. The total acreage of all park facilities is 206 acres. The Chalco Hills Recreation area is also located within the Gretna ETJ and the portion within the Gretna ETJ provides an additional 838 acres of recreational green space, for a total of 1,044 acres. The total acreage of active recreational space within Gretna’s corporate limits is 414 acres, while the total acreage of park space outside of the corporate limits is 630 acres, including Chalco Hills.

To accommodate a growing population, there are several parks and recreational areas under construction, including Pebblebrooke Park and an indoor recreational complex and an aquatics center located near Gretna Crossing Park. School recreation areas, and non-park open spaces also help to expand access to green space beyond the parks that are included in this analysis.

Park Classification

Park	Type	Acreage	Service Area (Miles)	Within City Limits?
1. Founder’s Park Shelter	Mini	0.6	0.25	Yes
2. Chestnut Ridge Park	Mini	1	0.25	Yes
3. Peterson Park and Pool	Neighborhood	3.8	0.5	Yes
4. Plum Creek Park	Neighborhood	4.7	0.5	Yes
5. Lincoln Place Park	Community	8.9	1	Yes
6. North Park (Gretna City Park)	Community	14.2	1	Yes
7. Leo Royal Memorial Park	Community	15.8	1	Yes
8. Gretna Crossing Park	Community	157.5	1	No
9. Chalco Hills Recreation Area	Regional	838.1 (1170.4 Total)	1	Partially

Level of Service Analysis

The Level of Service Analysis (LOS) determines how well the City’s parks and nearby open spaces are serving the community’s current and future needs. The LOS analyzes both acreage and distribution to evaluate whether residents have access to green space. This analysis also includes the portion of the Chalco Hills Recreation Area that is located within the Gretna ETJ.

Acreage

A park acreage calculation determines whether the City provides the minimum amount of park area needed to serve Gretna's residents. This analysis is based on NRPA's 10 acres per 1,000 population. With Gretna's current population of 9,548 (within corporate limits), it is recommended to have 95.5 acres of mini, neighborhood, and community park space combined. With 414 acres of park space and active recreation areas within the corporate limits, Gretna has a surplus of 318.5 acres. The Gretna ETJ population is 24,359. With this population, it's recommended to have at least 243.6 acres of active recreation space. Gretna's ETJ has a surplus of 800.4 acres. Without the inclusion of Chalco Hills Recreation Area, Gretna is slightly deficient in park space, with a total of 49 acres of active recreation space within the corporate limit and 206.5 acres within the ETJ. The construction of additional park facilities will help to resolve this deficiency.

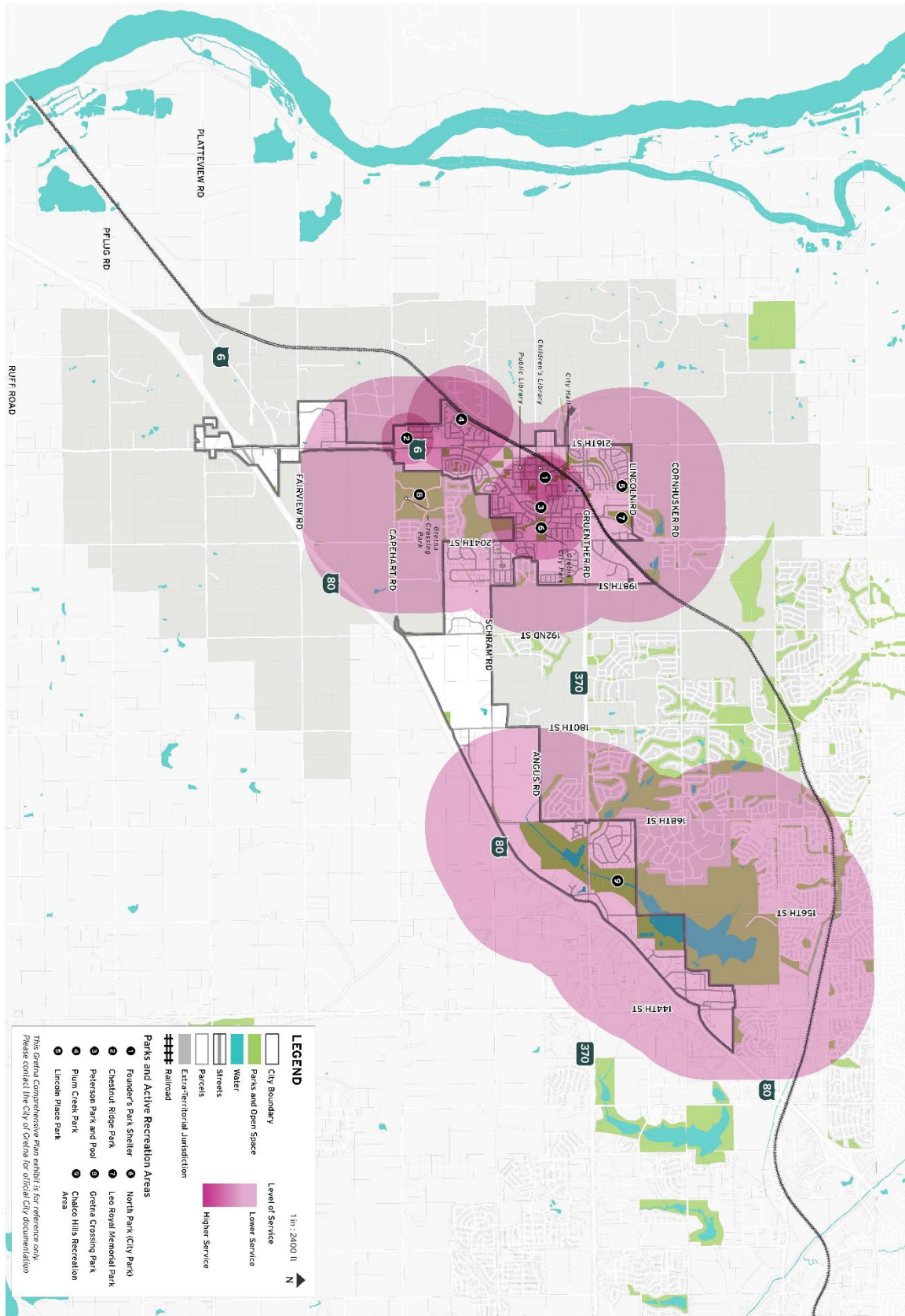
Distribution

Distribution level of service analysis examines the geographic distribution of parks to determine whether they are accessible. The analysis determines the amount of people who are served by a particular park, with service areas varying by park type. The service area for mini parks is the area within a 0.25-mile radius of the park boundary. The service area for neighborhood parks is the area within a 0.5-mile radius and the community park service area is within a one-mile radius. Chalco Hills Recreation Area is a regional resource that serves the entirety of Gretna and beyond. For the purpose of this analysis, it is considered a community park because it includes similar amenities, such as picnic shelters and playgrounds, and is therefore given a one-mile service area. The map on the following page displays these service areas, overlaying them to show which areas are best served by active recreation facilities. Darker areas on the map represent sections of the community that are served by multiple parks and recreation amenities.

The areas western portions of the City near Downtown Gretna and the northeastern portions of the City near Chalco Hills are better served by active recreation areas. These parts of Gretna are predominantly residential, while underserved areas are primarily agricultural. Residential areas in the northeastern portion of Gretna are underserved by smaller community or neighborhood parks, but recreational amenities are available and accessible in the Chalco Hills Recreation Area. It may be necessary to develop smaller parks to better serve individual neighborhoods in this area. As areas near the outskirts of Gretna's ETJ become developed, it may also become necessary to develop additional parkland and recreational resources.

Overall, 65.8 percent (16,023 residents) of Gretna's total population, including those living within the ETJ, have access to one or more active recreation areas within a mile of their homes. In order to better serve the remaining 34.2 percent of the population, new park construction should be considered near higher density residential areas and near the sites of larger planned residential developments.

Exhibit 11: Parks and Recreation LOS Analysis



Utility Systems

Drinking Water

The City of Gretna provides water within its municipal limits west of 186th Street as well as between Giles Road and Cornhusker Road outside of the municipal limits. Seven municipal wells supply the City's water sourced by the Dakota Sandstone Aquifer. The City has wellhead protection areas within its municipal limits which have measures to prevent possible contamination; however, there are no water supply production restrictions on a City, State, or Federal level for the Dakota Sandstone Aquifer. These wells can produce up to 5,000 gallons per minute (gpm) while running simultaneously. Gretna also owns and maintains two elevated water towers that store two and a half million gallons (MG) of water total. Tower 1 (Zone 1) has a 500,000-gallon capacity while Tower 2 (Zone 2) has a two-million-gallon capacity. All areas within the City limits and ETJ zones outside of the limits above are controlled by the Metropolitan Utilities District (MUD).

Gretna transmits and distributes its drinking water via approximately 96.5 miles of water main. Mains within section line roads range from 12 to 16 inches in diameter, with supporting network mains of six to eight inches in diameter, all main pipe materials consist of ductile iron pipe (DIP). Multiple development driven projects are currently under construction within the water service area. The City maintains a water distribution system model for the majority of the water service area.

Based on projected increases in population, Gretna is forecasting an increased demand for water distribution. The water distribution system currently serves approximately 3,700 customers while Gretna's 2020 population was 5,058 based on census data. The population for the City of Gretna Service Area is projected to be 17,500 people in 2042 based on a 2022 water analysis conducted by the City, with an anticipated future instantaneous peak water supply demand of 9,250 gpm. Approximately 75-80 percent of the water customers within the City are within the lower capacity Zone 1 elevated water tower, while the higher capacity Zone 2 elevated water tower has a small number of customers. A limitation to this growth is that the Zone 1 water tower currently has about 75-80 percent of the water customers and the other tower only has a small number of customers.

Sanitary

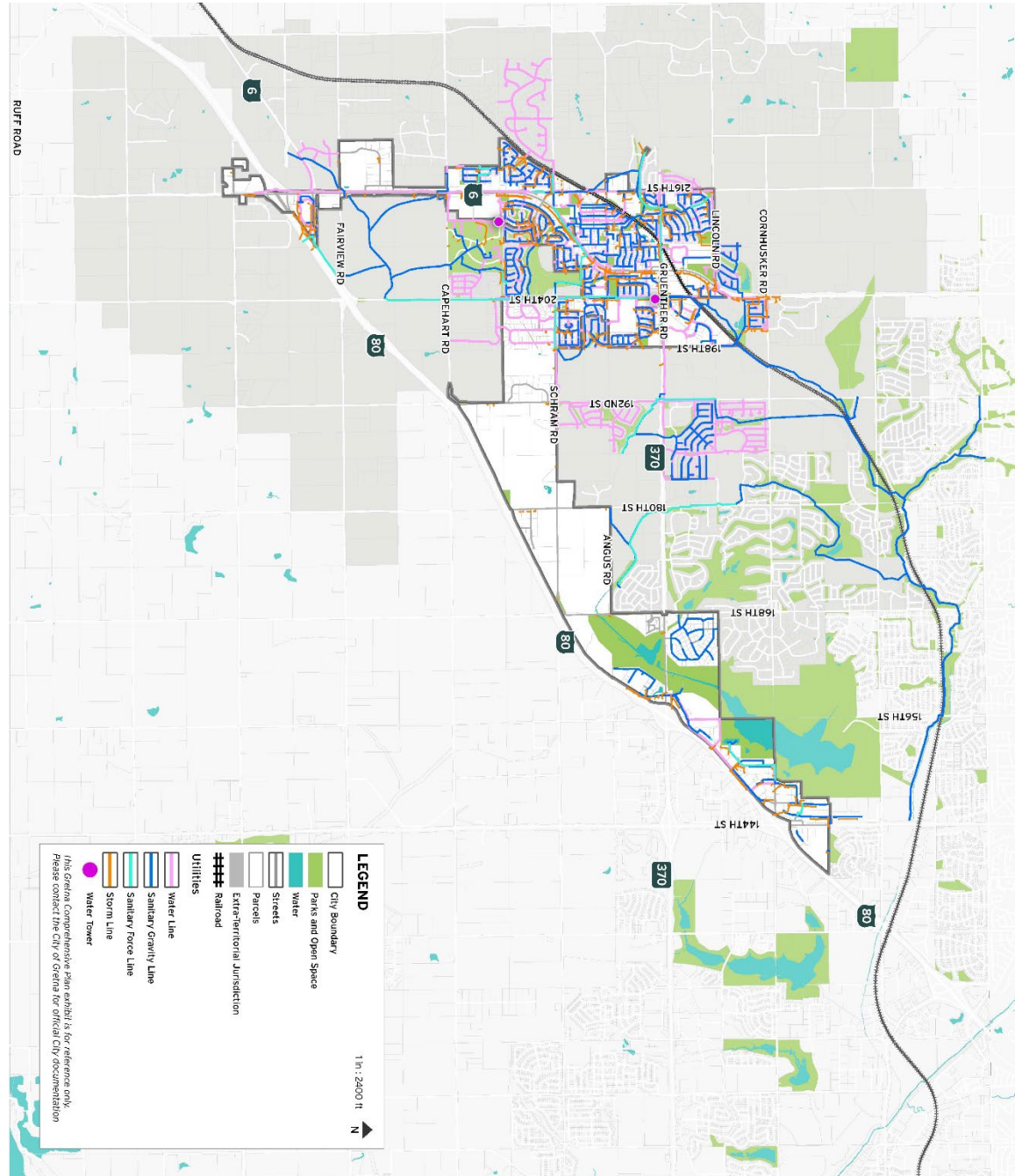
The City of Gretna currently owns and maintains approximately 81 miles of sanitary sewer. The City's wastewater service area is approximately 18,800 acres with a projected population equivalent (PE) of 58,400 and a population of approximately 42,200 people within the service area based on the 2020 Census. The City's main sewer interceptor is the Papillion Creek Interceptor which conveys sanitary flows to the City of Omaha Wastewater Treatment Plant (WWTP). The City owns and maintains 11 sanitary lift stations within its wastewater service area.

Gretna's gravity sewer ranges from eight to 36 inches and is made of either vitrified clay pipe (VCP) or polyvinyl chloride pipe (PVC). Sanitary interceptor sewers are made of reinforced

concrete pipe (RCP) or PVC, while City sanitary force mains are made of either ductile iron pipe (DIP) or PVC also depending on its age.

Coordination with the City of Omaha will be necessary as part of the wastewater service agreement for large water users and large sewer generators as the City's population continues to grow. Sanitary and wastewater infrastructure for future growth to the south of the current City corporate limits will be controlled by the Sarpy County and Cities Wastewater Agency (SCCWWA).

Exhibit 12: Utilities Map



Energy Element

Energy Infrastructure

Electrical Power. Omaha Public Power District (OPPD) provides electrical power to the community. OPPD’s energy portfolio contains power generation within their service area through low-sulfur coal, wind, community solar, landfill gas, natural gas, fuel oil, and hydroelectric.

Natural Gas. Black Hills Energy provides natural gas to the City. The current gas demand is approximately 36,000 million standard cubic feet per day (MSCF/D). Future coordination will be required between the City and Black Hills Energy to meet future gas demands and potential future system upgrades.

Energy Use by Sector

Based on the “2021 Integrated Resource Plan” by OPPD, for the 12 months ending July 31, 2021, the average number of customers served by OPPD within their overall service area was 393,316; which included 344,976 residential, 48,185 commercial, 142 industrial, and 13 additional customers located outside of the OPPD service area (i.e., off-system customers).

Figure 7: Energy Use by Sector, OPPD



Stormwater Management

The City of Gretna owns and maintains multiple storm sewer networks in use within its jurisdiction primarily along public roadways. The existing stormwater infrastructure is generally sufficient with some areas of local ponding along road crossing culverts in major drainageways. Gretna is located within the Papio-Missouri Natural Resource District.

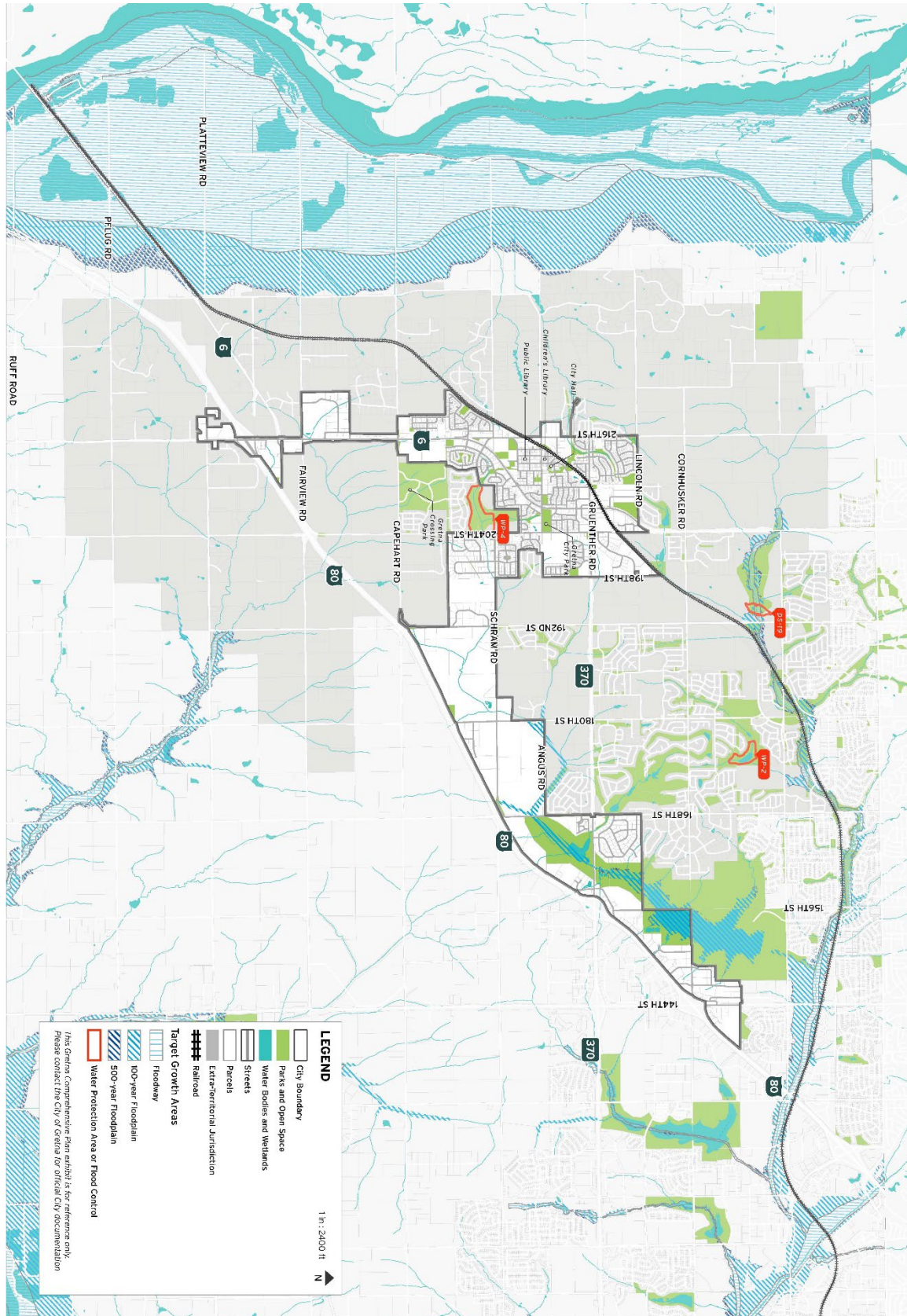
Gretna adopts the Papillion Creek Watershed Partnership requirements for stormwater management systems including Peak Flow Reduction, Water Quality Improvement, and Erosion and Sediment Control. Stormwater peak flow reduction requires developments to reduce peak

discharge rates during the two, 10, and 100-year storm event under baseline land use conditions. Post Construction Best Management Practices require new development to retain a half inch of stormwater runoff from the hydrologically disturbed site area as well as maintain the peak discharge rates during the two-year storm event to baseline land use conditions in order to help reduce the amount of contaminants entering the stormwater system post development. New development must also provide erosion and sediment controls during the construction process to reduce sedimentation from entering the stormwater management system.

Most of Gretna is located within FEMA Floodplain Zone X for areas of minimal flood hazard; however, FEMA Floodplain Zone A/AE does exist adjacent to Wehrspann Lake towards the northeast portion of the City's municipal limits. Development within floodplain areas must comply with the Papillion Creek Watershed Partnership requirements.

Three regional projects will support stormwater management for Gretna. The Papio-Missouri River Natural Resource District (NRD) is constructing or planning multiple water resource protection areas within the vicinity of Gretna including WP-2, WP-4, and DS-19. Construction will begin in Fall of 2023 on flood control area WP-2 located at 180th and Giles Road. To reduce the effect of downstream flooding areas, regional water protection area WP-4, is currently under construction near 204th Street and Schram Road. Within the next 3-5 years construction will begin on Dam Site DS-19 at 192nd and Giles Road on 225 acres providing 75-acres of flood control reservoir.

Exhibit 13: Environmental Conditions Map



Key Recommendations/Needs

Community Facilities and Services

- Ensure all community services have adequate staff, premier facilities, and competitive salary and benefits to remain a competitive place to work within the region and to accommodate current community needs and future growth.
- Develop a Parks and Trails Plan to help guide staff and decision-making.
- Continue administrative support to aid in communication and collaboration between staff, departments, and the community.
- Expand Fire and EMT services and facilities to accommodate future growth.
- Develop a new community civic center for all City services and libraries to meet current needs, expand offerings, and accommodate the growing population.

Utility Systems and Stormwater Management

- Encourage development within the Zone 2 (high capacity) water tower at the south side of the municipal limits.
- Coordinate future anticipated sanitary wastewater demand with City of Omaha Wastewater Treatment and Sarpy County Wastewater Agency.
- Continue to encourage post-construction Best Management Practices for water quality and consider additional peak flow reduction requirements to help in areas of localized flooding.

RESOLUTION APPROVING THE MASTER PLAN FOR THE SARPY COUNTY AND CITIES WASTEWATER AGENCY

WHEREAS, pursuant to the Interlocal Cooperation Act, Neb. Rev. Stat. § 13-801, et seq. (the “Act”), Sarpy County and the Cities of Papillion, Bellevue, Springfield, La Vista and Gretna entered into an agreement (as amended the “Formation Interlocal”), and formed the interlocal agency called the Sarpy County and Cities Wastewater Agency (the “Agency”) (all capitalized terms not otherwise expressly defined herein shall have the same meanings as provided in the Formation Interlocal);

WHEREAS, in accordance with Section VI of the Formation Interlocal the Agency and its Members, consultants, and other outside individuals and agencies shall plan, develop, and approve a master plan for the design of the Unified SSWS (the “Master Plan”), which shall set out a recommended list of priorities in relation to the phasing of the Master Plan;

WHEREAS, the Agency has approved since its inception various maps, drawings and plans in connection with the design of the Unified SSWS and the Agency’s growth management plan and its related policies and procedures (collectively, as amended, the “Growth Management Plan”), but the Agency Board has not formally adopted and approved a Master Plan under Section VI of the Formation Interlocal;

WHEREAS, in connection therewith, the Agency Board reviewed the proposed Master Plan attached hereto as **Exhibit A**. The following infrastructure for the Unified SSWS that will be owned, operated and maintained by the Agency is identified on the attached Master Plan as: Phase 1A Infrastructure, Trunk Sewer Phase 1B, Trunk Sewer Phase 2, and Future Sewer;

WHEREAS, the Agency Board deems it appropriate and advisable to approve the attached Master Plan in accordance with Section VI of the Formation Interlocal; and

WHEREAS, the Agency recognizes that the Agency’s adoption of the Master Plan does not supersede each Member’s planning approval jurisdiction, and the Members (a) recognize that any future development and related sewer service expansion within the Agency’s Jurisdiction shall be consistent with the Agency’s Growth Management Plan and the Master Plan, and (b) agree to submit the attached Master Plan to their respective governing bodies and planning and zoning boards (or related bodies) for review and incorporation into their respective comprehensive development and land use plans or similar instruments.

NOW, THEREFORE, BE IT RESOLVED BY THE AGENCY BOARD THAT the Master Plan attached hereto as **Exhibit A** are hereby adopted and approved as of this date;

NOW, THEREFORE, BE IT FURTHER RESOLVED BY THE AGENCY BOARD THAT the Agency’s approval and adoption of the attached Master Plan does not, except as otherwise provided in the Formation Interlocal or pursuant to a written agreement with the Agency and the applicable Member(s): (a) expand the Agency’s Jurisdiction or abrogate the requirements of Section VII of the Formation Interlocal; (b) abrogate each Member’s maintenance of its own autonomy, jurisdiction, powers, and indebtedness as a governmental


subdivision; (c) supersede each Member's planning approval jurisdiction; or (d) in any manner limit the rights of any Member which has previously annexed, or to annex in the future, territory under state law and pursuant to the Nebraska County Industrial Sewer Construction Act;

NOW, THEREFORE, BE IT FURTHER RESOLVED BY THE AGENCY BOARD THAT each Member (a) recognizes that any future development and related sewer service expansion within the Agency's Jurisdiction shall be consistent with the Growth Management Plan and the Master Plan, and (b) agrees to submit the attached Master Plan to its governing body and planning and zoning board (or related body) for review and incorporation into its comprehensive development and land use plan or similar instrument; and

NOW, THEREFORE, BE IT FURTHER RESOLVED BY THE AGENCY BOARD THAT the Agency Board reserves the right to amend, modify, update, revoke and otherwise change the attached Master Plan at any time by a vote of the Agency Board duly held in accordance with applicable law.


The above Resolutions were approved by a vote of the Sarpy County and Cities Wastewater Agency Board at a public meeting duly held in accordance with applicable law on the 20th day of November, 2024.

ATTEST:



Sarpy County and Cities
Wastewater Agency Secretary





Sarpy County and Cities Wastewater
Agency Board Chairman

EXHIBIT A

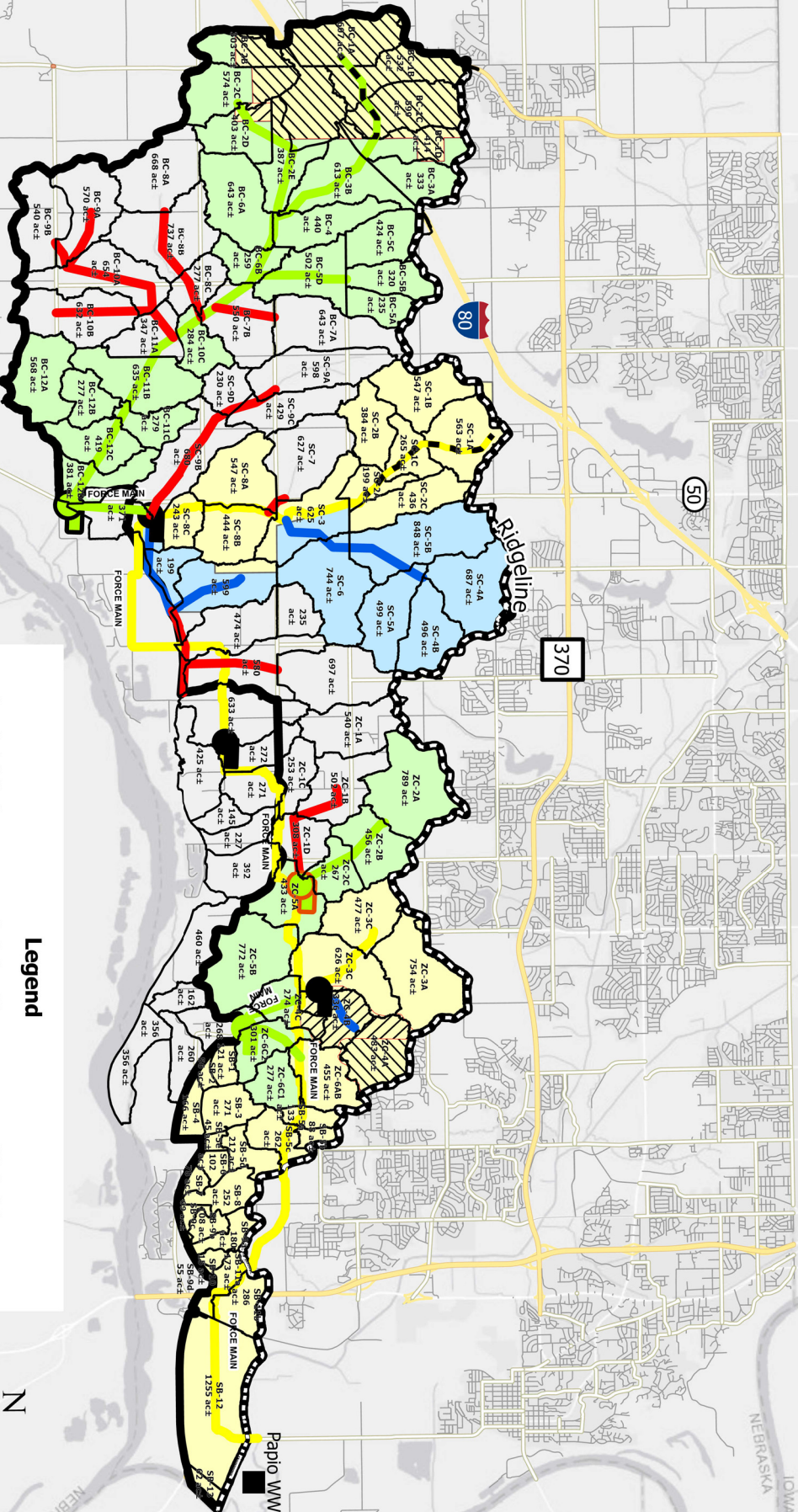
Master Plan

Adopted: November 20, 2024 pursuant to 2024-042

[Attached]

240th St
 225th St
 216th St
 204th St
 192nd St
 180th St
 168th St
 156th St
 144th St
 132nd St
 120th St
 108th St
 96th St
 84th St
 72nd St
 60th St
 48th St
 36th St

Harrison St
 Giles Rd
 Cornhusker Rd
 Schram Rd
 Capehart Rd
 Fairview Rd
 Platteview Rd
 Pflug Rd
 Ruff Rd
 Buffalo Rd
 Cornish Rd



Legend

- Approximate Subbasin Areas
- Agency Jurisdiction With Agreement
- Pappio WRRF
- Phase 1A Infrastructure
- TrunkSewer/Phase1B
- TrunkSewer/Phase2
- Future Sewer
- Owned/Served by Gretna
- Ex. Southern Ridge Sanitary Sewer
- Phase 1A 1S
- Buffalo Creek 1S (Phase 2)
- ZC-2 1S (Phase 2)
- La Platte 1S (Phase2)
- Agency Jurisdiction
- Ridgeline & Agency Jurisdiction
- Phase1A Boundary
- Phase 1B Boundary
- Phase 2 Boundary
- Phase 1A (Served by Others) Boundary
- UDZ with Agreement Boundary

November 2024
 armin, USGS, EPA, NPS

Park and Trails Plan

- Existing Conditions
- Mini Parks
- Neighborhood Parks
- Community Parks
- School Facilities
- Special Use Facilities
- Sports Complex
- Recommendations
- Park Land Dedication/Fee



Parks and Trails Plan

The Gretna Parks and Recreation portion of PlanGretna will create a tool for the City for developing priorities regarding the improvement of existing facilities and the expansion of the overall parks system.

The City's first Parks and Trail Plan was adopted as part of the 2009 Comprehensive Plan. The development of this Parks and Trails Plan occurred under the direction of the Comprehensive Development Plan Steering Committee, with the assistance of a special focus group made up of local athletic groups, as well as the ideas and comments that came out of the Town Hall meetings, charrette process and other various focus groups.

Based upon public input, current conditions, notable deficiencies, and future growth projections of Gretna, a proposed Parks and Trails Map has been created along with a list of recommendations for each existing and proposed park and recreational facility.

Since 2009, the Parks and Trails Plan has been used to locate parks and trails in new developments, helped determine the location of a new Gretna school, and has guided the City in purchasing the park ground for The Fields at Gretna. Changes in land use and current development has warranted amendments to the 2014 Parks and Trails Plan and map.

EXISTING CONDITIONS

The City of Gretna manages four park facilities and is currently developing The Fields at Gretna. There are four other parks within subdivisions just outside of Gretna's corporate limits. School facilities are considered neighborhood parks and also analyzed in the park system. This section has a listing of the condition and capacity of all these facilities along with photos of the facilities. Table 34 lists the national accepted standard criteria for various types of parks and recreation facilities that was followed in Gretna.

TABLE 34: PARKS AND OPEN SPACE CLASSIFICATIONS

Classification	Location Criteria/ General Description	Service Area	Size Criteria
Mini-Park	Used to address limited, isolated or unique recreational needs.	Less than a ¼ mile distance in residential setting.	Between 2500 sq. ft. and one acre in size.
Neighborhood Park	Basic unit of the park system and serves as the recreational and social focus of the neighborhood. Focus is on informal active and passive recreation.	¼ to ½ mile distance and uninterrupted by non-residential roads and other physical barriers.	5 acres is considered minimum size. 5 to 10 acres is optimal.
School-Park	Depending on circumstances, combining parks with school sites can fulfill the space requirements for other classes of parks, such as neighborhood, community, sports complex, and special use.	Determined by location of school district property.	Variable – depends on function.
Community Park	Serves broader purpose than neighborhood park. Focus is on meeting community-based recreation needs, as well as preserving unique landscapes and open spaces.	Determined by the quality and suitability of the site. Usually serves two or more neighborhood and ½ to 3 mile distance.	As needed to accommodate desired uses. Usually between 30 and 50 acres.
Large Urban Park	Serve a broader purpose than community parks and are used when community and neighborhood parks are not adequate to serve the needs of the community. Focus is on meeting community-based recreational needs, as well as preserving unique landscapes and open spaces.	Determined by the quality and suitability of the site. Usually serves the entire community.	As needed to accommodate desired uses. Usually a minimum of 50 acres, with 75 or more acres being optimal.
Natural Resource Areas	Lands set aside for preservation of significant natural resources, remnant landscapes, open space, and visual aesthetics/buffering.	Resource availability and opportunity.	Variable.
Greenways	Effectively tie park system components together to form a continuous park environment.	Resource availability and opportunity.	Variable.
Sports Complex	Consolidates heavily programmed athletic fields and associated facilities to larger and fewer sites strategically located throughout the community.	Strategically located community-wide facilities.	Determined by projected demand. Usually a minimum of 25 acres, with 40 to 80 acres being optimal.
Special Use	Covers a broad range of parks and recreation facilities oriented toward single-purpose use.	Variable – dependent on specific use.	Variable.
Private Park/ Recreation Facility	Parks and recreation facilities that are privately owned yet contribute to the public park and recreation system.	Variable – dependent on specific use.	Variable.

Parks, Recreation, Open Space and Greenway Guidelines. A Project of the National Recreation and Park Association and the American Academy for Park and Recreation Administration. A Publication of the National Recreation and Park Association. James D. Mertes, Ph.D., CLP and James R. Hall, CLP

MINI PARKS

Condition and Capacity Report – Chestnut Ridge Park

Park Component	Condition			Capacity			Notes
	Poor	Fair	Good	Under	At	Over	
Vegetation (Trees, shrubs, turf)		X					Turf dry (non-irrigated); Young trees; well maintained
Play Areas		X			X		Small greenspace for simple games
Sports Fields							None at location
Sports Courts							None at location
Walks/Trails							None at location
Play Equipment			X		X		New playstructure
Structures		X			X		Picnic shelter
Picnic Facilities			X		X		Picnic tables and a trash can
Drinking Water					X		No access to water on the premises
Restrooms							No permanent facilities, small park not needed
Parking					X		On Street parking in residential neighborhood, specific facilities are not needed
Lighting		X			X		No lights other than street lights
Benches			X		X		Benches surround playstructure
Signage					X		none



Condition and Capacity Report – Crystal Creek Park

Park Component	Condition			Capacity			Notes
	Poor	Fair	Good	Under	At	Over	
Vegetation (Trees, shrubs, turf)		X					Turf dry (non-irrigated); Young trees; well maintained
Play Areas		X			X		Small greenspace for simple games
Sports Fields							None at location
Sports Courts							None at location
Walks/Trails							None at location
Play Equipment			X		X		New playstructure
Structures		X			X		Picnic shelter
Picnic Facilities			X		X		Picnic tables and a trash can
Drinking Water				X			No access to water on the premises
Restrooms							No permanent facilities, small park not needed
Parking					X		On Street parking in residential neighborhood, specific facilities are not needed
Lighting		X		X			No lights other than street lights
Benches			X		X		Benches surround playstructure
Signage				X			none



Condition and Capacity Report – Founder’s Memorial Park

Park Component	Condition			Capacity			Notes
	Poor	Fair	Good	Under	At	Over	
Vegetation (Trees, shrubs, turf)		X					Turf dry (non-irrigated); Young trees; well maintained
Play Areas		X			X		Small greenspace for simple games
Sports Fields							None at location
Sports Courts							None at location
Walks/Trails			X				Small trail system through park
Play Equipment				X			None at location
Structures			X		X		Picnic shelter
Picnic Facilities			X		X		Picnic tables and a trash can
Drinking Water				X			No access to water on the premises
Restrooms							No permanent facilities, small park not needed
Parking		X			X		Two-stall gravel parking lot and on street parking available, specific facilities are not needed
Lighting	X			X			No lights other than street lights
Benches				X			No benches at location
Signage		X			X		Small wood pole sign



NEIGHBORHOOD PARKS

Condition and Capacity Report – Peterson Memorial Park

Park Component	Condition			Capacity			Notes
	Poor	Fair	Good	Under	At	Over	
Vegetation (Trees, shrubs, turf)		X					Turf dry, lots of large old growth trees
Play Areas		X			X		Open greenspace
Sports Fields					X		None at this location
Sports Courts		X			X		Basketball Court
Walks/Trails		X			X		Walking Trails runs the perimeter
Play Equipment		X				X	Playstructure, swingset, slide, and various other equipment, separate play areas/equipment for older and younger children
Structures		X				X	2 Picnic shelters, a gazebo, swimming pool
Picnic Facilities		X				X	Numerous Picnic tables and grills
Drinking Water		X			X		Water spigots
Restrooms				X			None at this location
Parking		X			X		Off street parking on east and west ends of the park
Lighting		X			X		Several pole lights
Benches		X			X		At various locations around the park
Signage		X			X		
Misc		X			X		Flagpole Memorial, 2 Flower Garden areas



Condition and Capacity Report – Lincoln Place Park

Park Component	Condition			Capacity			Notes
	Poor	Fair	Good	Under	At	Over	
Vegetation (Trees, shrubs, turf)		X					Turf dry, new trees planted near playstructure
Play Areas		X			X		Large open greenspace
Sports Fields							None at this location, room for several practice fields
Sports Courts							None at this location
Walks/Trails		X		X			Path leading out to road between houses
Play Equipment			X	X			Large playstructure
Structures							None at this location
Picnic Facilities		X			X		Picnic table
Drinking Water							None at this location
Restrooms							None at this location
Parking				X			On street parking only
Lighting				X			None at location
Benches			X		X		Benches at edge of the playstructure
Signage							None at this location



Condition and Capacity Report – Plum Creek Park

Park Component	Condition			Capacity			Notes
	Poor	Fair	Good	Under	At	Over	
Vegetation (Trees, shrubs, turf)		X					Turf dry, new trees planted near playstructure and trail, older trees along the edges separating the park from homes
Play Areas		X			X		Large open greenspace
Sports Fields		X			X		1 softball/baseball field, 2 portable soccer goals
Sports Courts							None at this location
Walks/Trails		X			X		Trail leading through the park
Play Equipment			X		X		Large playstructure swing set
Structures							None at this location
Picnic Facilities				X			None at this location
Drinking Water							None at this location
Restrooms				X			None at this location
Parking					X		Small off-street parking lot
Lighting				X			None at location
Benches			X		X		Benches at edge of the playstructure
Signage							None at this location



COMMUNITY PARKS

Condition and Capacity Report – North Park

Park Component	Condition			Capacity			Notes
	Poor	Fair	Good	Under	At	Over	
Vegetation (Trees, shrubs, turf)		X					Turf dry, Lots of Large old growth trees
Play Areas		X			X		Several areas of open greenspace
Sports Fields		X			X		3 softball/baseball fields, 1 tee ball field, 1 regulation baseball stadium
Sports Courts		X			X		2 lit tennis courts, 1 lit basketball court
Walks/Trails		X		X			None at this location
Play Equipment	X			X			Swing set, tornado slide, and merry-go-round, toddler play equipment
Structures							None at this location
Picnic Facilities		X		X			One picnic shelter
Drinking Water					X		Drinking fountains
Restrooms	X				X		Permanent restrooms
Parking					X		Two off-street parking lots
Lighting					X		Parking was lit and the courts and some of the fields
Benches				X			None at this location
Signage				X			None at this location
Miscellaneous		X			X		15 lit horseshoe pits



SCHOOL FACILITIES (ELEMENTARY SCHOOLS ARE CONSIDERED NEIGHBORHOOD PARKS)

Condition and Capacity Report – Gretna Elementary

Park Component	Condition			Capacity			Notes
	Poor	Fair	Good	Under	At	Over	
Vegetation (Trees, shrubs, turf)		X					Turf dry
Play Areas		X			X		Large paved multipurpose play areas
Sports Fields		X			X		1 Little League Field
Sports Courts		X			X		1 Outdoor Basketball Court
Walks/Trails							None at this location
Play Equipment			X		X		Playground Equipment
Structures							None at this location
Picnic Facilities							None at this location
Drinking Water							None at this location
Restrooms							None at this location
Parking		X			X		Paved parking lot
Lighting							None at this location
Benches							None at this location
Signage		X			X		School sign



Condition and Capacity Report – Squire John Thomas Elementary School

Park Component	Condition			Capacity			Notes
	Poor	Fair	Good	Under	At	Over	
Vegetation (Trees, shrubs, turf)		X					Turf dry
Play Areas		X			X		Large open greenspace
Sports Fields		X			X		1 soccer field
Sports Courts		X			X		1 basketball court, 4 tennis courts
Walks/Trails							None at this location
Play Equipment			X		X		Playground equipment
Structures							None at this location
Picnic Facilities							None at this location
Drinking Water							None at this location
Restrooms							None at this location
Parking		X			X		Paved parking lot
Lighting							None at this location
Benches							None at this location
Signage		X			X		School sign



Condition and Capacity Report – Palisades Elementary School

Park Component	Condition			Capacity			Notes
	Poor	Fair	Good	Under	At	Over	
Vegetation (Trees, shrubs, turf)		X					Turf dry
Play Areas		X			X		Large open greenspace
Sports Fields		X			X		1 soccer field, 2 ball fields
Sports Courts		X			X		1 basketball court
Walks/Trails							None at this location
Play Equipment			X		X		Playground equipment
Structures							None at this location
Picnic Facilities							None at this location
Drinking Water							None at this location
Restrooms							None at this location
Parking		X			X		Paved parking lot
Lighting							None at this location
Benches							None at this location
Signage		X			X		School sign



Condition and Capacity Report – Gretna Middle School

Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)		X					Turf dry, irrigated sports fields
Play Areas		X			X		Greenspace/Practice fields
Sports Fields		X			X		Track, 1 football field, baseball field
Sports Courts							None at this location
Walks/Trails							None at this location
Play Equipment							None at this location
Structures							None at this location
Picnic Facilities							None at this location
Drinking Water							None at this location
Restrooms							None at this location
Parking		X			X		Paved parking lot
Lighting							None at this location
Benches							None at this location
Signage		X			X		School sign



Condition and Capacity Report – Gretna High School

Park Component	Condition			Capacity			Notes
	Poor	Fair	Good	Under	At	Over	
Vegetation (Trees, shrubs, turf)		X					Turf dry, irrigated sports fields
Play Areas		X			X		Greenspace/Practice fields
Sports Fields		X			X		Track/football stadium, baseball field, softball field, little league field, soccer stadium
Sports Courts							None at this location
Walks/Trails							None at this location
Play Equipment							None at this location
Structures							None at this location
Picnic Facilities							None at this location
Drinking Water							None at this location
Restrooms							None at this location
Parking		X			X		Paved parking lot
Lighting							None at this location
Benches							None at this location
Signage		X			X		School sign



SPORTS COMPLEX

Condition and Capacity Report – Leo Royal Park

Park Component	Condition			Capacity			Notes
	Poor	Fair	Good	Under	At	Over	
Vegetation (Trees, shrubs, turf)		X					Irrigated fields
Play Areas		X			X		Open greenspace
Sports Fields			X		X		5 soccer fields of various sizes
Sports Courts							None at this location
Walks/Trails			X		X		Running through the complex
Play Equipment							None at this location
Structures							None at this location
Picnic Facilities			X		X		Picnic shelter
Drinking Water		X			X		Drinking fountain
Restrooms			X		X		Permanent restrooms
Parking		X			X		Paved parking lot
Benches			X		X		Bleachers along fields
Signage			X		X		Wood sign with landscaping



SPECIAL USE FACILITIES

Condition and Capacity Report – Swimming Pool

Park Component	Condition			Capacity			Notes
	Poor	Fair	Good	Under	At	Over	
Vegetation (Trees, shrubs, turf)		X					Turf dry
Play Areas		X			X		Open greenspace located in Peterson Memorial Park
Sports Fields							None at this location
Sports Courts							None at this location
Walks/Trails							None at this location
Play Equipment							None at this location
Structures			X		X		Bath house, Concession stand
Picnic Facilities							None at this location
Drinking Water		X			X		Drinking fountain
Restrooms		X			X		Permanent restrooms
Parking		X			X		Paved parking lot
Lighting		X			X		Pool area is lit
Benches			X		X		Lounge chairs surrounding the pool
Signage			X		X		



URBAN / REGIONAL PARK

Condition and Capacity Report – The Fields at Gretna*

Park Component	Condition			Capacity			Notes
	Poor	Fair	Good	Under	At	Over	
Vegetation (Trees, shrubs, turf)							
Play Areas					X		Open greenspace east of dedicated ballfields
Sports Fields							Four small and four large baseball/softball fields, four soccer/football fields planned
Sports Courts							None at this location
Walks/Trails							Trails surrounding fields and connecting to other trails planned
Play Equipment							Play equipment between fields planned
Structures			X		X		Concession stand - new
Picnic Facilities			X	X			Picnic shelter
Drinking Water							Drinking fountain planned
Restrooms							Permanent restrooms planned
Parking					X		Gravel parking lots
Lighting							Lighted ballfields and parking lots are planned
Benches							Seating for games and benches along trails planned
Signage							

*Currently under construction



Perspective Rendering facing Southeast Direction

source: Adopted Master Plan

RECOMMENDATIONS

Recommendations for Gretna’s park and recreation system are based upon a number of factors, including:

- National standards,
- Regional opportunities and plans, and
- Identified needs and desires of the City of Gretna

Community input has shown that Gretna residents who attended the focus group workshops and town hall meetings are somewhat satisfied with the amount and quality of the existing facilities, programs, and activities available, but there is definitely room for improvement and expansion. Recommendations are provided for existing and proposed parks, and additional recreation opportunities such as adding an indoor facility and/or an additional sports complex.

These recommendations may change over time, but will provide a basis for developing individual park master plans/layouts and developing the City’s Parks Action Plan. Implementing such recommendations will improve and expand park and recreation facilities and activities for all residents of the City of Gretna and the surrounding area.

Figure 27: Parks and Trails Map shows trails, both existing and future, and existing and proposed parks, along with the service areas for mini-parks, neighborhood parks, community parks, and urban/regional parks. Park locations are centralized inside the service areas. Locations of the proposed parks as shown on the maps are approximate. Parks are shown in the general area where the facilities may be located. These proposed locations may shift or be altered when the planning and development of subdivisions or roadways becomes more detailed. Likewise, the type of a park may change based upon changing situations.

REQUIRED AND OPTIONAL FACILITIES, AMENITIES, AND SERVICES

When new development occurs and there is to be a park incorporated within the new development, Table 35 will serve as a guide for the City as to what should be put in the park based on the type of park that is being built. These required and optional facilities and amenities for all park classifications listed in *Table 35* are divided into three categories, including:

- Park and Recreation Facilities, such as play structures and basketball courts
- Park and Recreation Amenities, such as security lighting and drinking fountains
- Park and Recreation Services, such as reservation requirements and maintenance

TABLE 35: REQUIRED AND OPTIONAL FACILITIES, AMENITIES, AND SERVICES

Facilities, Amenities, and Services	Mini-Park	Neighborhood Park	Community Park	Large Urban/Regional Park	School-Park	Special Use Facility	Sports Complex	Trail/Greenway
Park and Recreation Facilities								
Play Equipment/Structures	R	R	R	O	R	O	O	O
Open Play Area	R	R	R	R	R	O	O	O
Soccer Fields	NA	O	O	O	O	O	O	NA
Softball Fields	NA	O	O	O	O	O	O	NA
Baseball Fields	NA	O	O	O	O	O	O	NA
Paved Multi-use Areas	O	R	R	O	R	O	O	NA
Tennis Courts	O	O	O	O	O	O	O	NA
Basketball Courts	O	O	O	O	O	O	O	NA
Volleyball Courts	O	O	O	O	O	O	O	NA
Multi-Purpose Trails	O	R	R	R	R	O	O	O
Picnic Facilities (shelters)	R	R	R	R	O	O	O	O
Special/Unique Features	O	R	R	R	O	O	R	O
Natural Areas	O	O	O	R	O	O	O	O
Trees/Shaded Areas	R	R	R	R	R	O	R	R
Special Use Facilities	NA	O	O	O	O	R	O	O
Swimming Pool	NA	O	O	O	O	O	O	NA
Aquatic Center	NA	NA	O	O	O	O	O	NA
Wading Pool	O	O	O	O	O	O	NA	NA
Ice Skating Rink	NA	O	O	O	O	O	NA	NA
Amphitheater/Outdoor Gathering Area	NA	O	O	O	O	O	NA	O
Arboretum/Botanical Gardens	NA	O	O	O	NA	O	O	O
Fine Arts Facility/Public Art Displays	NA	NA	O	O	NA	O	NA	O
Community Center or Indoor Rec.	NA	O	O	O	O	O	O	NA
Camping Facilities (RV facilities)	NA	NA	NA	O	NA	O	NA	NA
Dog Park	NA	NA	O	O	NA	O	NA	O
Horseshoes	O	O	O	O	O	O	O	NA
Disc/Frisbee Golf	NA	O	O	O	O	O	O	O
Roller Hockey	O	O	O	O	O	O	O	NA
Football/Rugby Field	NA	NA	O	O	O	O	O	NA
Outdoor Exercise Circuit	NA	O	O	O	O	O	O	O
Skating Facility (in-line/skateboard)	NA	O	O	O	NA	O	O	O
High-Risk Area	NA	NA	O	O	NA	O	O	NA
Golf Course	NA	NA	O	O	NA	O	O	O
Youth Sports Complex	NA	O	O	O	NA	O	O	NA
Competitive Sports Facility	NA	NA	O	O	NA	O	O	NA

Facilities, Amenities, and Services (continued)	Mini-Park	Neighborhood Park	Community Park	Large Urban/Regional Park	School-Park	Special Use Facility	Sports Complex	Trail/Greenway
Park and Recreation Amenities								
Security Lighting	R	R	R	R	R	R	R	O/R*
Activity Lighting	O	O	R	O	O	O	R	NA
Public Telephones	O	O	R	R	R	R	R	O
Off Street Parking	O	R	R	R	R	R	R	O/R*
Bike Racks	R	R	R	R	R	R	R	O/R*
Restrooms	O	R	R	R	R	O	R	O/R*
Drinking Fountains	R	R	R	R	R	R	R	O/R*
Benches	R	R	R	R	R	R	R	R
Picnic Tables	O	R	R	R	O	O	R	O
Signage	R	R	R	R	R	R	R	R
Information Kiosks	NA	NA	O	O	NA	O	O	O
ADA Accessibility	R	R	R	R	R	R	R	R
Park and Recreation Services								
Security**	R	R	R	R	R	R	R	R
Emergency Telephone Service	O	O	O	O	O	O	O	O
Reservations for Facility Use (shelters, group picnics, sports leagues, for-profit use)	R	R	R	R	R	R	R	NA
Activities/Facilities for Groups, Companies, Teams	NA	O	R	R	O	O	R	O
Special Events (programs, concerts, fairs)	O	O	O	O	O	O	O	O
Facilities and Grounds Maintenance	R	R	R	R	R	R	R	R
R - Required Facility/Service O - Optional Facility/Service NA - Not Appropriate * Optional for Greenway, Required for Trail ** May include, but not limited to, police patrols, private security, neighborhood watches, park design to eliminate hidden places, structure design and lighting, and/or location markers on trail. Note: This does not preclude the addition of other unlisted facilities and services as optional.								

Required and optional facilities, amenities, and services are to serve as a guide for the City of Gretna. It is the responsibility of the City to determine which facilities, amenities, and services are or are not feasible in existing and proposed parks. The required facilities are recommended for existing parks, but due to physical limitations and space constraints they may not be added. In proposed parks, future demand for certain facilities, amenities, and services and the recreational preferences of users may change over time. Therefore, these guidelines may change or be revised to respond to the future demand of Gretna residents. Each park will be looked at individually to determine the physical

capacity of providing basic requirements and to determine needs and wants of residents served by that park. Each park is different and this difference will be considered when determining which facilities will be included in each park. The City shall strive to provide the basic requirements in all of its parks and careful consideration shall be given to each proposed park and trail through the City's approval of such facility.

Even though the list of facilities, amenities, and services is extensive, it is likely other items not listed will be requested to be included in the park and recreation system. Each new facility and service requested shall be analyzed according to public demand, site/location criteria, operating implications, and other relevant criteria.

PARK AND TRAIL RECOMMENDATIONS

Mini-Parks

It is the goal of Gretna to provide the required facilities and services where possible in existing and proposed parks. There are three existing mini-parks within Gretna's one-mile jurisdiction. Additional mini-parks are not recommended because many new single-family homes offer their own play equipment and facilities that act in a similar manner as mini-parks. The following recommendations pertain to the existing mini-parks.

As general guidelines, mini-parks should strive to include the following:

- a site between 2,500 square feet to one acre
- a service area of a maximum ¼ mile radius
- a site with a less than 4% slope
- a site that takes advantage of vegetation and other natural resources of the area
- a site that is located in residential areas

Existing Mini-Parks

Chestnut Ridge Park

- Develop park master plan/layout through public input
- Provide aesthetic and identification amenities where feasible
- Provide ADA accessibility and ADA facilities where feasible
- Continue to provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

Crystal Creek Park

- Develop park master plan/layout through public input
- Provide aesthetic and identification amenities where feasible
- Provide ADA accessibility and ADA facilities where feasible
- Continue to provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

Founder's Memorial Park

- Develop a park master plan/layout through public input
- Construct additional walking trail through the park connecting to existing trail and adjacent neighborhoods
- Provide aesthetic and identification amenities where feasible.
- Provide ADA accessibility and ADA facilities where feasible
- Continue to provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

Neighborhood Parks

It is the goal of the City of Gretna to provide the required facilities and services where possible in existing and proposed neighborhood parks. In addition to the existing neighborhood parks, there are nine proposed neighborhood parks to be built as they are needed due to the expansion of the City. Neighborhood parks should be the backbone for the City's park and recreation system comprising the vast majority of park space within the City.

As general guidelines, neighborhood parks should strive to have the following:

- a site of approximately five to ten acres
- a service area with a maximum ½ mile radius
- not more than 50% of the site should have a slope greater than 4%
- a site that takes advantage of vegetation and other natural resources of the area
- a site located in primarily residential areas

Existing Neighborhood Parks

Peterson Memorial Park

- Develop park master plan/layout through public input
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

Lincoln Place Park

- Develop park master plan/layout through public input
- Add practice sports field to the large open area
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

Plum Creek Park

- Develop park master plan/layout through public input
- Construct new rest rooms
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

Gretna Elementary School-Park (See also School-Parks)

- Develop joint use agreements between the school district and City that would establish rules and criteria
- Work with the school district to develop park master plan/layout with public input
- Provide aesthetic and identification amenities and rules of play
- Provide ADA accessibility and ADA facilities where feasible
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

Squire John Thomas Elementary School-Park (See also School-Parks)

- Develop joint use agreements between the school district and City that would establish rules and criteria
- Work with the school district to develop park master plan/layout with public input
- Provide aesthetic and identification amenities and rules of play
- Provide ADA accessibility and ADA facilities where feasible
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

Palisades Elementary School-Park (See also School-Parks)

- Develop joint use agreements between the school district and City that would establish rules and criteria
- Work with the school district to develop park master plan/layout with public input
- Provide aesthetic and identification amenities and rules of play
- Provide ADA accessibility and ADA facilities where feasible
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

Proposed Neighborhood Parks (Those located within Gretna’s Extraterritorial Jurisdiction)

N-1

- Develop park master plan/layout through public input
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

N-2

- Develop park master plan/layout through public input
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

N-3

- Develop park master plan/layout through public input
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

N-4

- Develop park master plan/layout through public input
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

N-5

- Develop park master plan/layout through public input
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

N-6

- Develop park master plan/layout through public input
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

N-7

- Develop park master plan/layout through public input
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

N-8

- Develop park master plan/layout in conjunction with the NRD and through public input to compliment proposed lake/potential required detention site
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

N-9

- Develop park master plan/layout through public input
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

Community Parks

As previously stated it is the goal of the City of Gretna to provide the required facilities and services where possible in existing and proposed parks. North Park is the only existing community park and there are no additional ones recommended. There are, however, some recommendations for North Park.

As general guidelines, community parks should strive to have the following:

- a site of approximately 30 to 50 acres
- a service area with a maximum three mile radius, typically a one to two mile radius
- surrounding land uses are primarily residential
- located adjacent to arterial or collector street(s)

Existing Community Park

North Park

- Review and alter existing park master plan/layout with public input
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

Special Use Facilities

It is the goal of the City of Gretna to provide the required facilities and services where possible in existing facilities. There is one proposed special use facility, an indoor facility. The facility is not shown on *Figure 27 Parks and Trails Map* in a specific location and could be placed anywhere the city deems to be feasible.

As general guidelines, special use facilities should strive to have the following:

- size of the site is variable
- a service area that is community-wide
- surrounding land uses are variable

Existing Special Use Facilities

Gretna Swimming Pool

- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

Proposed Special Use Facilities

Indoor Multi-Purpose Facility

- Develop park master plan/layout through public input for such facility
- Suggested amenities include gym space, walking track, fitness space and a new maintenance shop
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See *Table 35*)

Large Urban/Regional Parks

In striving to provide recreational opportunities to Gretna's entire jurisdiction, the city has an opportunity to work with Papio-Missouri River Natural Resources District to develop a regional park in conjunction with a flood control structure north of Gretna. This location is shown in Figure 27 Parks and Trails Map. A note should be made that the lake plans have not been fully developed by the Papio NRD and the Papillion Creek Watershed Partnership. An additional large urban/regional park is suggested south of town in conjunction with The Fields at Gretna as a destination park. Such large urban/regional park could have an amusement facility, outdoor theatre, arboretum, picnic areas, trails as well as an additional sports complex.

As general guidelines, regional parks should strive to have the following:

- a site of approximately 50 to 100+ acres
- a service area of the entire community and surrounding rural areas
- surrounding land uses are primarily agricultural/open space
- located adjacent to arterial or collector street(s)

Existing Large Urban/Regional Parks (and Proposed Expansion)

The Fields at Gretna

- Continue construction and development of soccer/football fields and softball/baseball complex on the west 80 acres
- Develop master plan for the east 80 acres with public input
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Connect park to Regional trail system
- Provide basic requirements that are feasible and optional additions that are desired (*See Table 35*)

Proposed Large Urban/Regional Parks

U-1

- Develop park master plan/layout in conjunction with the NRD and with public input to compliment the proposed lake/potential required detention site
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (*See Table 35*)

Sports Complexes

It is the goal of the City to provide the required facilities and services where possible in existing and proposed sports complexes. There is a proposed sports complex planned at the Fields at Gretna that is located on 160 acres and being developed as a large urban/regional park.

As general guidelines, sports complexes should strive to have the following:

- size of the site is greater than 25 acres
- a service area that is community-wide
- surrounding land uses are variable
- adjacent to arterial or collector street(s)
- adequate parking and accessibility

Existing Sports Complexes

Leo Royal Park

- Review and alter existing park master plan/layout with public input, by expanding and making improvements
- Design and incorporate a Frisbee golf course
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (*See Table 35*)

School-Parks

The guidelines for school-parks are listed in *Table 35: Required and Optional Facilities and Services*. For the proposed school-parks, it is the goal of the City to work with the school district to provide the required facilities and services where possible. Adjacent land to the proposed school sites may be required to supply required facilities and services to fulfill provisions of a neighborhood park without building an additional park. These needed provisions may include parking areas, playsets for toddlers, drinking fountains, and restrooms. The goal is not to duplicate facilities but make the recreational use of the land more efficient.

As general guidelines, school-parks should be constructed as neighborhood parks or in conjunction with neighborhood parks and should strive to have the following:

- size of the site is variable (typically around five acres)
- service area is variable (typically ½ mile radius)
- a site that takes advantage of the trees and other natural resources of the area
- located primarily in residential zoned areas

Sites that include schools should be large enough to accommodate school needs and neighborhood park uses, where feasible. A committee of City personnel and representatives of the school district should be established to discuss joint use facilities, joint maintenance possibilities, and joint improvement possibilities to maximize community use of facilities. The committee should also establish a process whereby new schools that may fall under formal joint use agreements are planned and designed jointly by the school district and the city. Master plans for each school park should be developed through public input by such committee.

Proposed School-Parks.

(See Neighborhood Parks)

Green Streets

Green streets are streets designed to extend a park-like appearance through the community and serve to create an interconnected network of parks, recreation areas, schools, and other civic facilities. Green streets should be designed or redesigned when feasible to have one or more of the following elements:

- one or more rows of trees along both sides of the roadway (along city right-of-way or on private property)
- one or more rows of trees down the center of the street/roadway located within islands.
- space for wide sidewalks or off-street trails on one or both sides of the roadway
- no overhead utility wires that interfere with the growth of overstory trees

Green streets may include signage, benches, nodes, and landscaping. Existing street right-of-way widths would dictate specific design on a street-by-street basis. *Figures 24, 25, and 26* show typical cross-sections of the three types of green streets. The hierarchy of green streets is neighborhood, secondary, and primary green streets. Neighborhood green streets are through streets within a neighborhood, secondary green streets are traffic collector routes, and primary green streets are major traffic arteries. *Figure 26* shows an alternative cross-section with plant material in the center of the street.

Figure 24: Neighborhood Green Street Section (Typical)

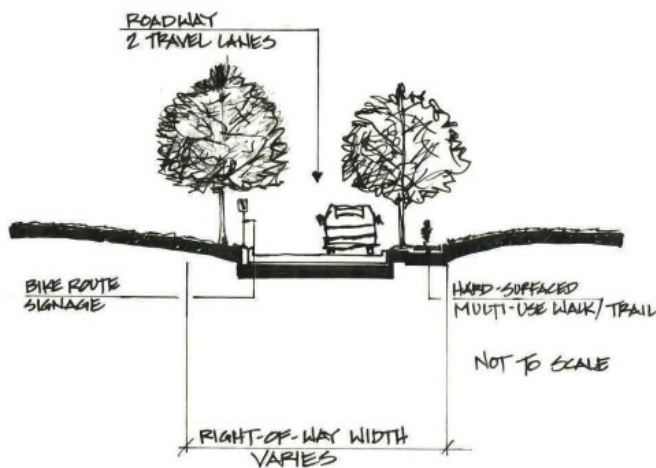


Figure 25: Secondary Green Street Section (Typical)

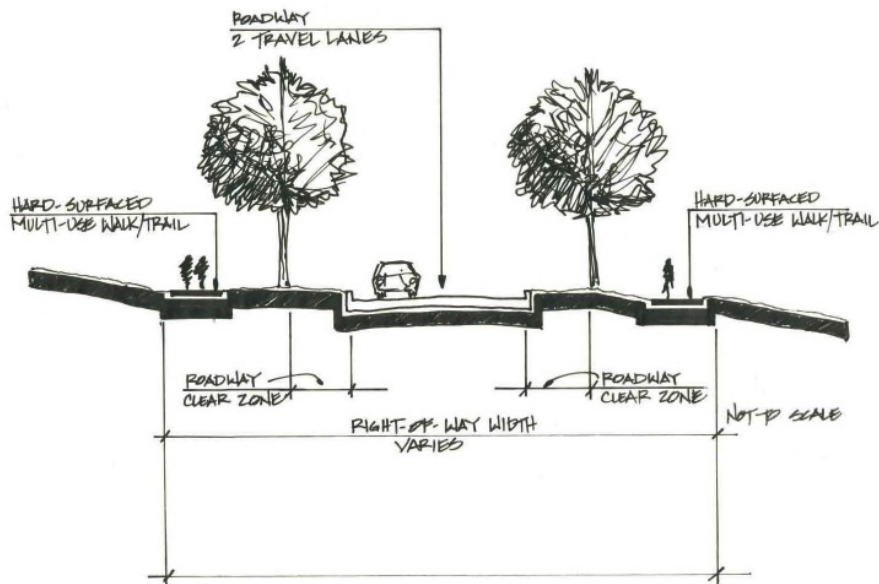
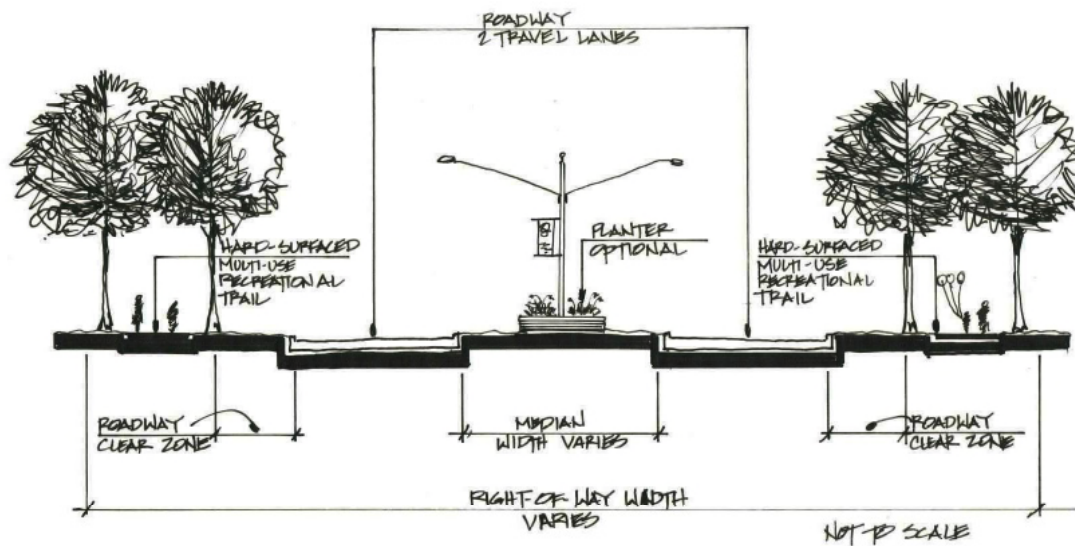


Figure 26: Primary Green Street Section (Typical)



All proposed street trees should have approval by City staff on species type and location regarding all existing and proposed infrastructure. Tree height near power lines and root systems near sewer and water lines shall be considered. All proposed green streets should be planned/designed accordingly with all existing or proposed utilities. With typical green street sections, the existing walk on both sides of the street should be widened to eight feet, extending it toward the street. If there is less than two feet remaining between the widened walk and the curb, it is recommended this strip also be paved, since an area less than two feet wide could likely not be maintained efficiently and effectively in grass or any other plant material. An additional five-foot easement should be acquired from adjoining private property, if necessary, in which street trees should be planted. Trees should be located three feet from the edge of the walk, spaced at approximately forty-foot intervals.

Allowances should be made for existing items in the R.O.W., such as driveways or fire hydrants. In summary, green streets that cannot follow the typical sections should include the following, starting from the street curb:

- grass strip, if more than two feet between curb and walk (if less than two feet from street to walk, strip should be paved)
- eight-foot wide walk
- five-foot easement, in which street trees are planted three feet from the walk

Implementation of designated green streets in Gretna would ensure that the tree-lined streets become part of the landscape throughout the City. It would also help create a pedestrian and bicycle movement network through the City that would link parks and public recreational areas together as a continuous, interconnected system. The City should consider implementation of such green streets where feasible.

PARK LAND DEDICATION/FEE

New Development Dedication and/or Fee

As a way of assuring adequate land is available for new parks and facilities and that all existing and new recreational amenities are properly maintained, the City of Gretna has implemented a policy for the dedication of land for such parks and facilities and a park fee in-lieu of such dedication.

When there is a new subdivision platted within Gretna's jurisdiction, the City shall require either a dedication of parkland (for parks, trails, open space, or other recreational facilities) and/or a park dedication fee. Such dedication policy is made part of the Gretna Subdivision Regulations and Master Fee Ordinance. Logistics of the recreational facility type and its exact location shall be determined through the pre-application meetings of the platting process. The parcel of ground to be dedicated or the amount of fee to be paid will be negotiated and written into the subdivision agreement. Master plans for such parks and facilities shall be laid out at time of preliminary plat and approved at time of final platting and prior to execution/filing of final plat. Any required park development fees shall be submitted to the City at the time of final platting and placed into the City's established park fund. Such funds shall be used for the acquisition of land, development, and maintenance of Gretna's park system.

When deciding whether or not the developer should dedicate land, pay the fee, or both, the City and developer shall consult Figure 27 Parks and Trails Map within this Plan. If there is a future park, trail, open space, or other recreational facility located in whole or in part of the new subdivision, the City may require that the subdivider dedicate land for such improvements. Development and maintenance of each park, trail, etc. shall be determined in the individual subdivision agreements. Any land that is dedicated should be buildable land (non-floodplain or non-floodway designated ground or areas of less than 15% slope) and be of sufficient size for the type of park or recreational facility designated in this Plan.

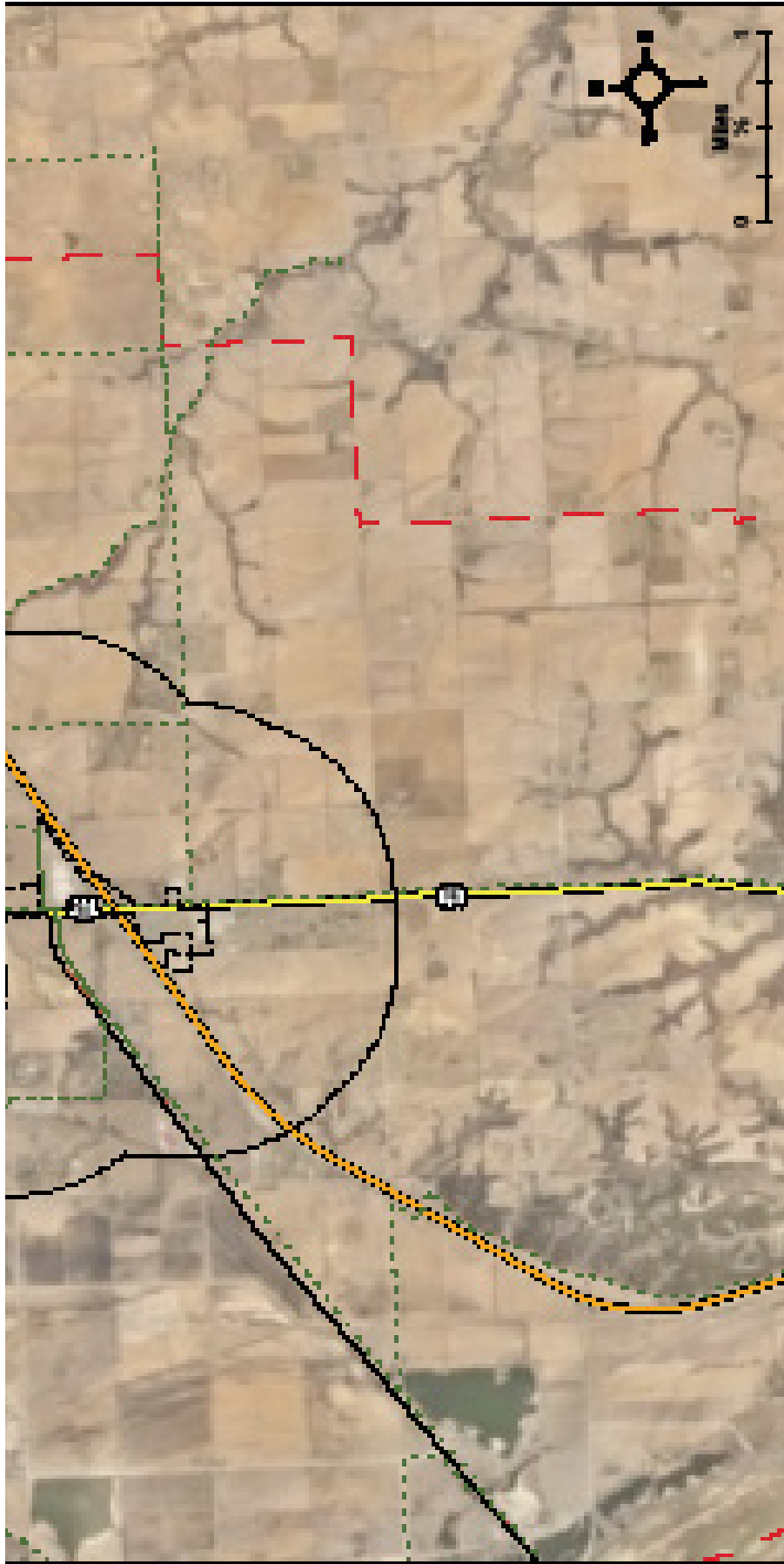
If the Parks and Trails Map does not identify a proposed park or facility in the platted area and the subdivider is directed to provide the City with fee payment in lieu of parkland dedication, then such subdivider shall pay a park development fee based upon a set multiplier. Said multiplier and corresponding fees are identified in Gretna’s Master Fee Ordinance and Subdivision Regulations and shall be paid prior to execution of the final plat.

Park Maintenance

The City should adopt a maintenance policy for each level of park and facility. A maintenance standards schedule could be developed that places each park and recreational facility into one of three levels for maintenance. Level 1 would be the most intense level of care, with Level 3 being the most natural and least maintenance intense areas. For example, mini-parks should be maintained higher than some greenways. The park department may not only create levels within the system but also may create levels of care with individual parks. For example, the park entry and sports fields may be Level 1, the majority of the park may be Level 2, and the creek or wooded area may be Level 3. A maintenance policy and detailed scheduling may include the following areas of service within each park or recreational facility:

- Lawn care
- Sports turf care
- Litter control
- Lighting
- Hard/multi-purpose surfaces maintenance
- Graffiti control
- Repairs
- Inspections
- Tree and shrub care
- Native grass care and control
- Floral care (perennials and annuals)
- Restroom maintenance
- Ballfield maintenance and preparation
- Fence and gate construction and repairs
- Playground maintenance
- Trails
- Waterway management
- Drainage structures
- Pedestrian bridges
- Retaining walls
- Site amenities (picnic tables, goals, etc.)
- Picnic shelters (including reservations)
- Signage
- Unique/Special Features (historical, natural, etc.)
- Concessions

Policies should also be adopted to address signage and color schemes for parks and recreational facilities located with Gretna's jurisdiction. Signs are recommended to be of the same style and color for all Gretna parks so that they represent one park system. Suggested colors for park shelter, playground structure, benches, etc. should include greens, tans, browns, and maroon colors. Such colors are less obtrusive to the park environment. All park plans with proposed subdivisions shall be submitted for approval, including all proposed structures, materials, and colors.



City of Gretna Parks and Trails Map

	Gretna Parks and Recreation Facilities	Existing & Future Trails

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it matters.