

THE NEXT CHAPTER

WELCOME

SANDY SPRINGS COMPREHENSIVE PLAN UPDATE 2027 RECREATION & PARKS MASTER PLAN UPDATE

JUNE 23, 2026 PUBLIC MEETING #1

TODAY'S ACTIVITIES

SIGN IN & BROWSE EXHIBITS

(SEE HANDOUT & INSTRUCTIONS)

PRESENTATION

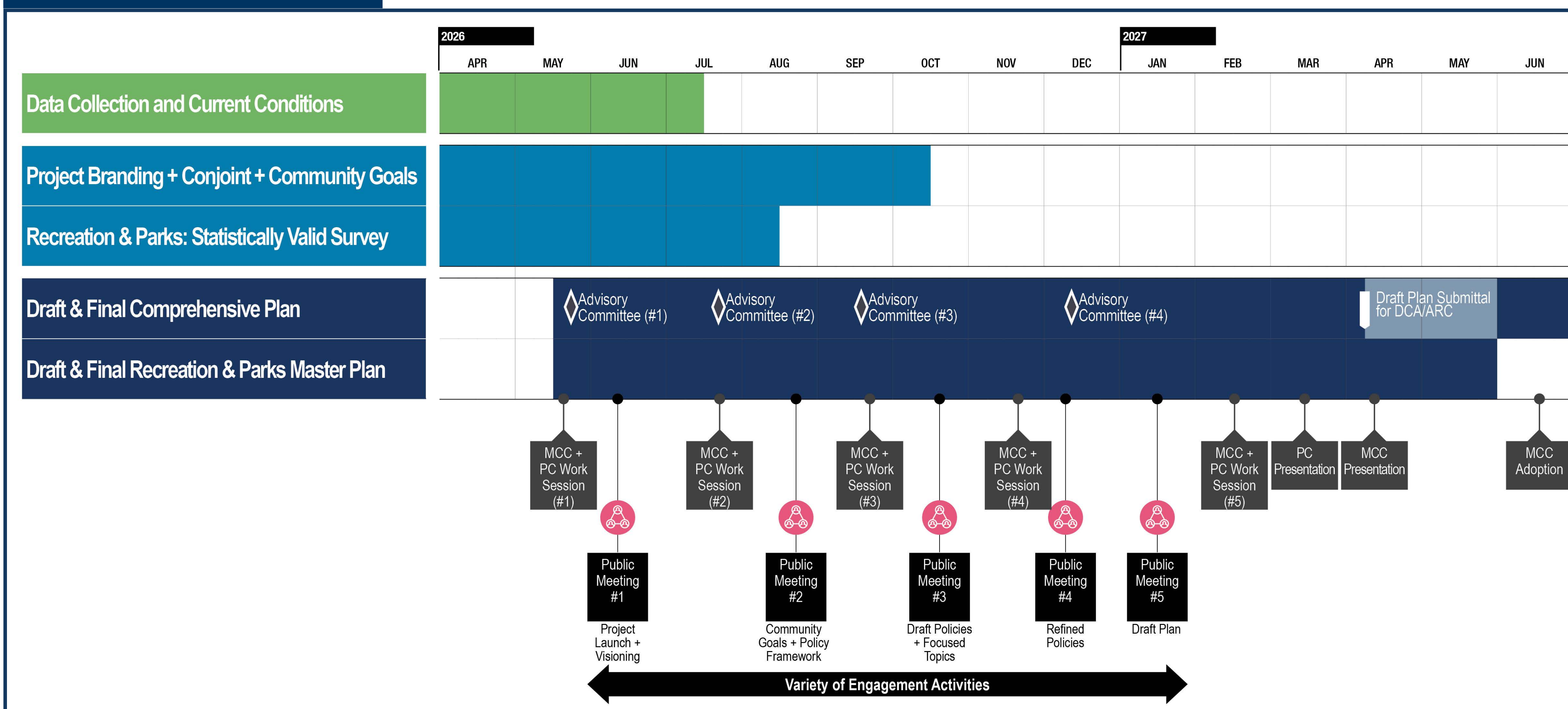
SANDY SPRINGS CITY HALL

PARTICIPATE IN ACTIVITIES

COMPREHENSIVE PLAN

RECREATION AND PARKS MASTER PLAN

PROJECT SCHEDULE



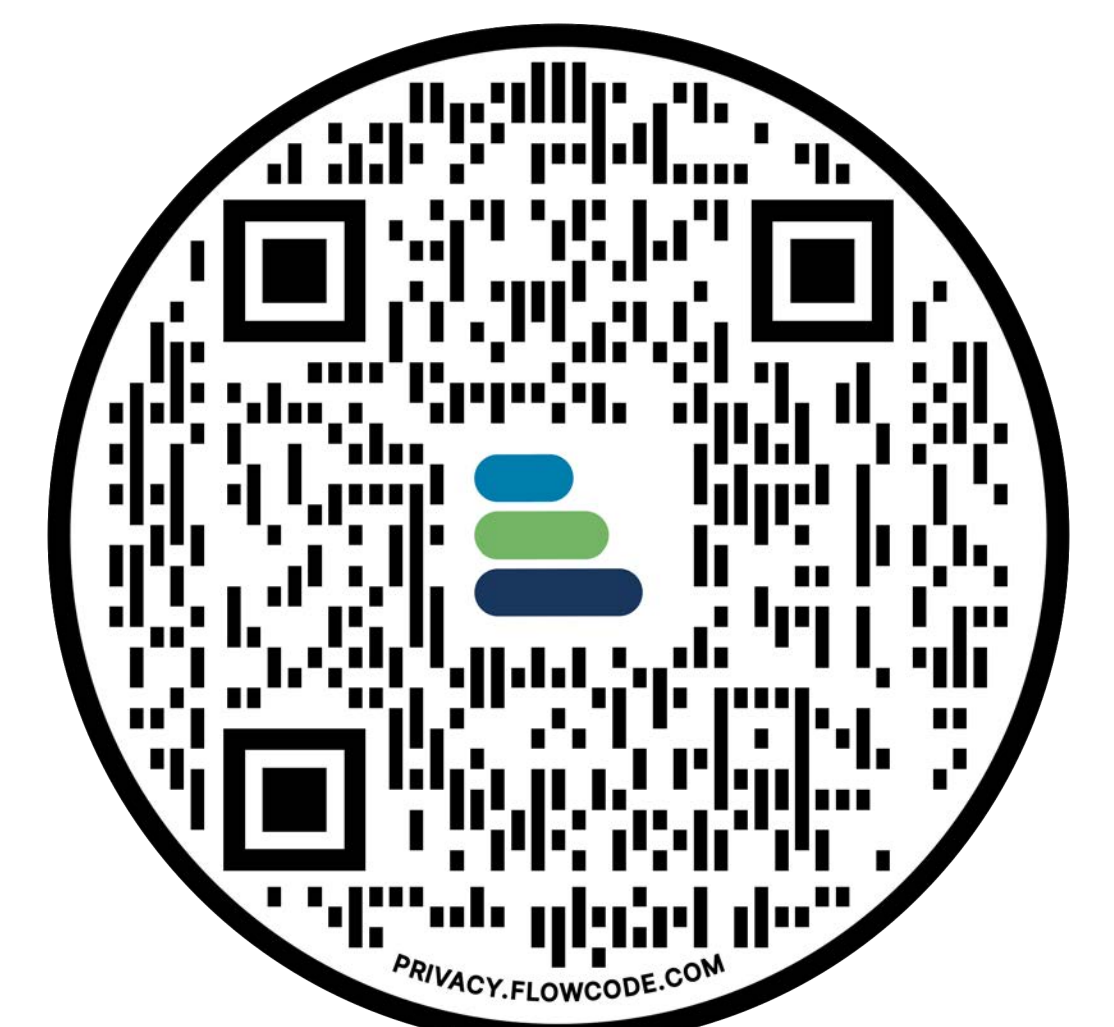
PURPOSE OF TODAY'S MEETING

Attendees can expect a brief overview of the Comprehensive Plan and Recreation & Parks Master Plan, The Next Chapter planning process, and how the two plans will work together.

Following the presentation, participants will have the opportunity to participate in interactive, hands-on activities designed to gather initial community input.

City staff and the consultant team will be available throughout the evening to answer questions, discuss ideas, and collect feedback.

Visit the
engagement
hub for more
information:



CONTACT THE PROJECT TEAM FOR MORE INFORMATION

thenextchapter@sandyspringsga.gov

PlanTheNextChapter.org

SANDY SPRINGS TODAY

Land Use and Community Character

CURRENT COMPREHENSIVE PLAN VISION AND POLICIES (2022 Update)

Land Use & Community Character

VISION



Protect and enhance neighborhood character and quality of life while concentrating compact, mixed-use redevelopment along major corridors and in commercial centers. Sandy Springs' development patterns and physical form will support transportation choices—including walking, bicycling and transit—while accommodating an expanded range of high-quality housing options. As a whole, the city's built environment will impart a distinctive sense of place and positive image for Sandy Springs.

POLICIES

A. PROTECT AND ENHANCE NEIGHBORHOOD CHARACTER AND QUALITY OF LIFE.

B. CREATE COMPACT, WALKABLE AREAS WITH A MIX OF USES.

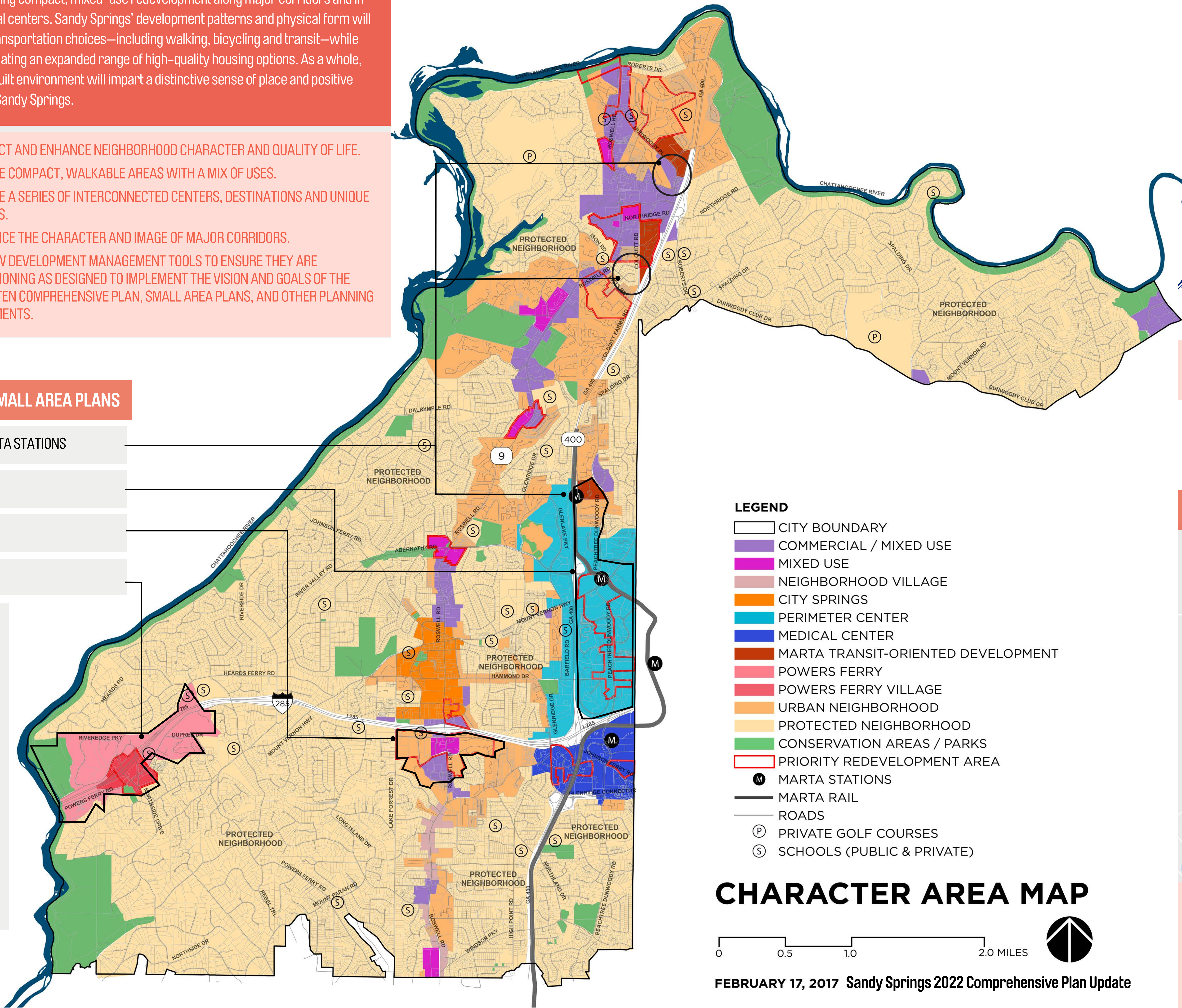
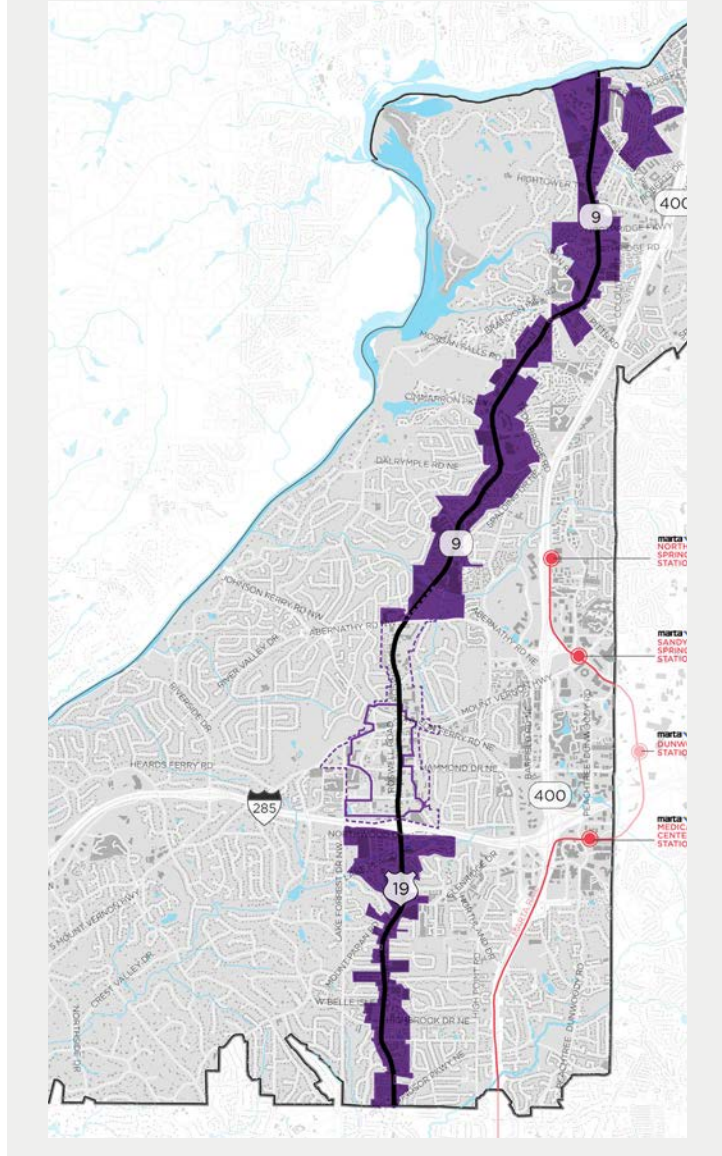
C. CREATE A SERIES OF INTERCONNECTED CENTERS, DESTINATIONS AND UNIQUE PLACES.

D. ENHANCE THE CHARACTER AND IMAGE OF MAJOR CORRIDORS.

E. REVIEW DEVELOPMENT MANAGEMENT TOOLS TO ENSURE THEY ARE FUNCTIONING AS DESIGNED TO IMPLEMENT THE VISION AND GOALS OF THE NEXT TEN COMPREHENSIVE PLAN, SMALL AREA PLANS, AND OTHER PLANNING DOCUMENTS.

COMPLETED SMALL AREA PLANS

- NORTH SPRINGS & NEW MARTA STATIONS
- PERIMETER CENTER
- PRADO / CROSSROADS
- POWERS FERRY
- ROSWELL ROAD CORRIDOR



LEGEND

CITY BOUNDARY

COMMERCIAL / MIXED USE

MIXED USE

NEIGHBORHOOD VILLAGE

CITY SPRINGS

PERIMETER CENTER

MEDICAL CENTER

MARTA TRANSIT-ORIENTED DEVELOPMENT

POWERS FERRY

POWERS FERRY VILLAGE

URBAN NEIGHBORHOOD

PROTECTED NEIGHBORHOOD

CONSERVATION AREAS / PARKS

PRIORITY REDEVELOPMENT AREA

MARTA STATIONS

MARTA RAIL

ROADS

PRIVATE GOLF COURSES

SCHOOLS (PUBLIC & PRIVATE)

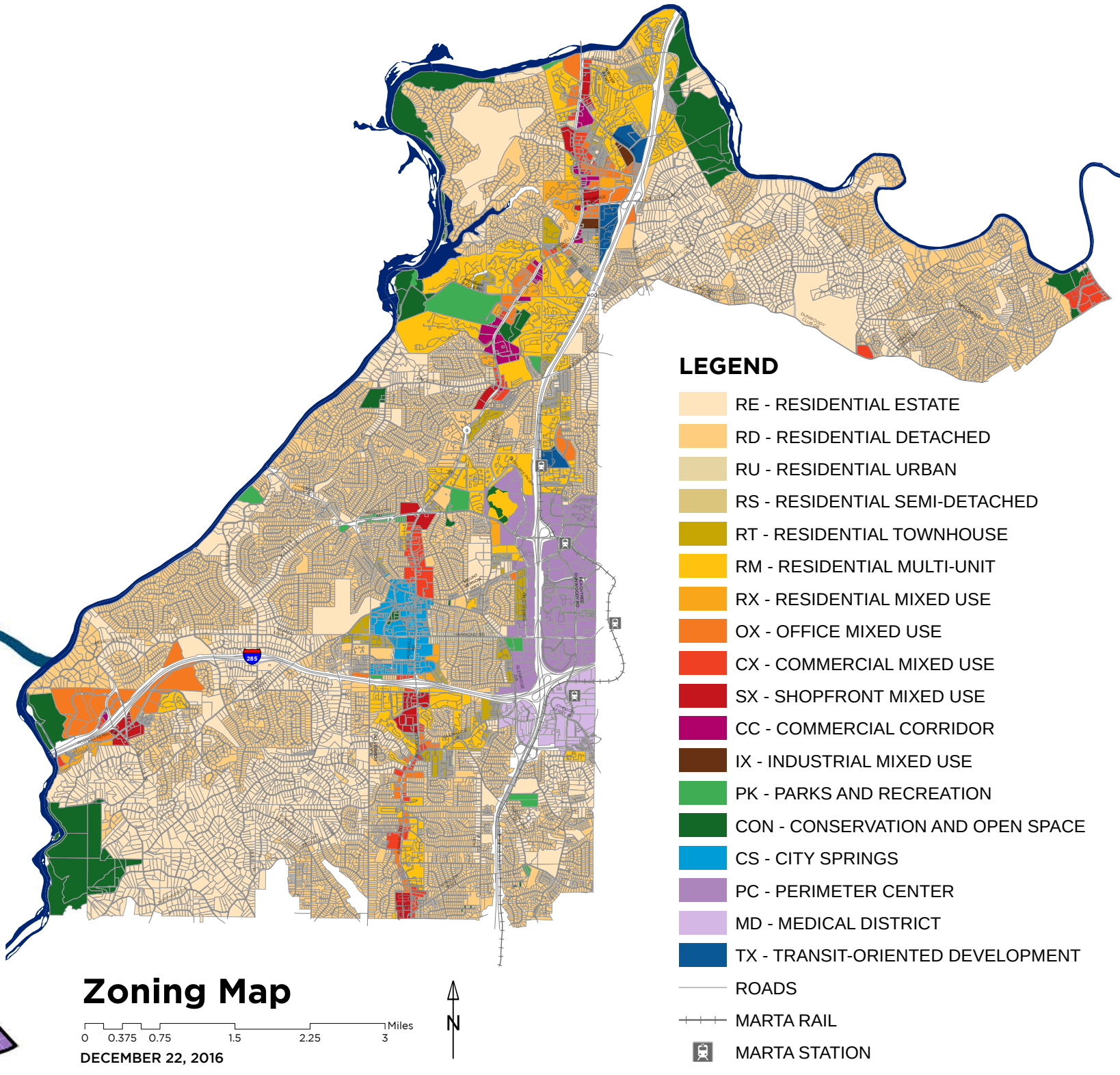
CHARACTER AREA MAP

0 0.5 1.0 2.0 MILES



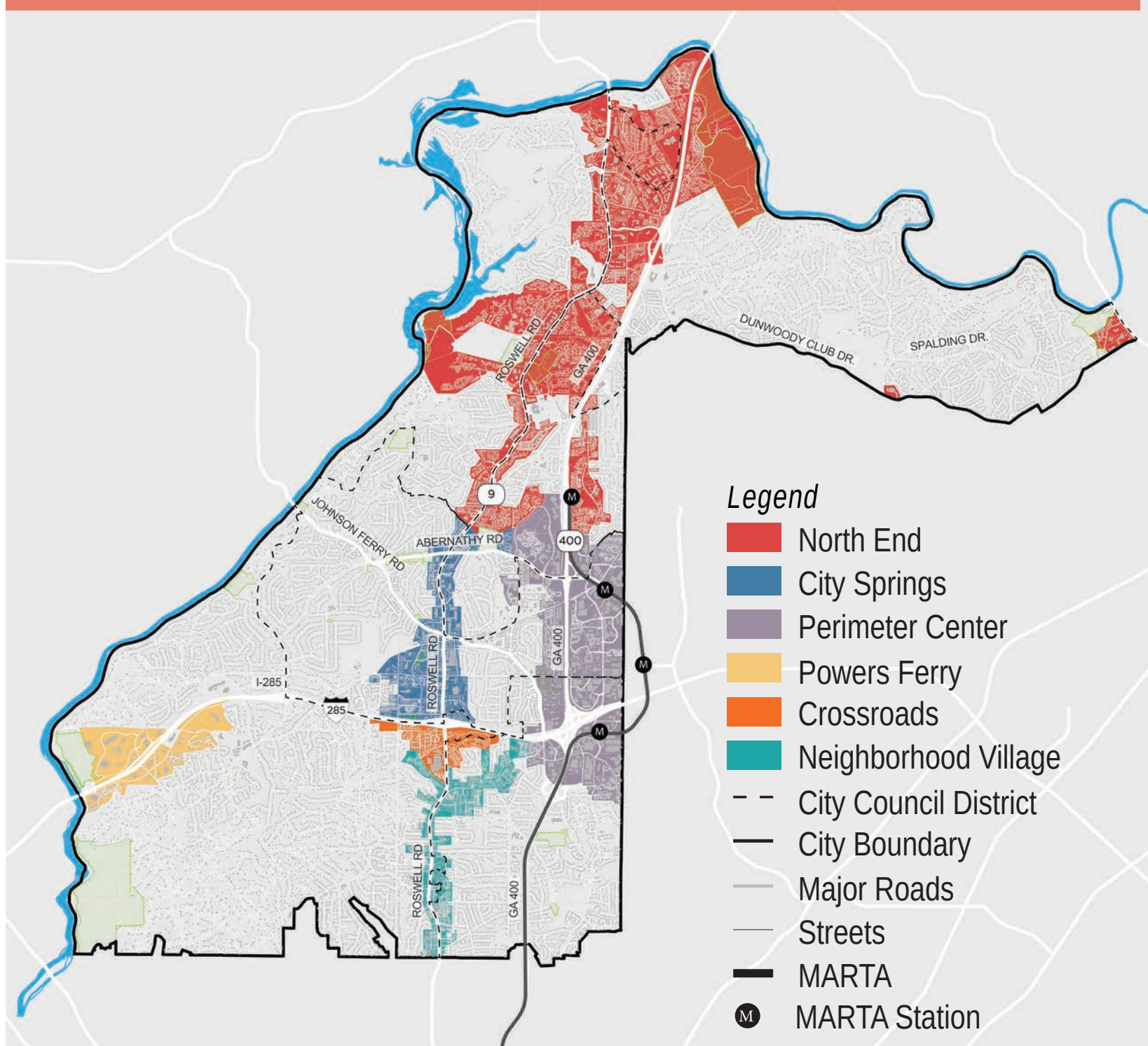
FEBRUARY 17, 2017 Sandy Springs 2022 Comprehensive Plan Update

SANDY SPRINGS ZONING & DEVELOPMENT CODE



The City's Development Code regulates development activities within each zoning district.

SANDY SPRINGS DESIGN GUIDELINES DISTRICTS



The guidelines build on standards included in the Development Code and Technical Manual by providing additional direction for building features, building sites, landscaping, streetscapes, and other elements that shape the appearance and experience of Sandy Springs' commercial and mixed-use areas. The guidelines address the character of development in six commercial and mixed-use areas of the city.



Recreation, Parks, and Natural Resource Systems

CURRENT COMPREHENSIVE PLAN VISION AND POLICIES (2022 Update)

Green Space, Natural Systems, and Sustainability

VISION

Expand—and make more accessible—the city’s network of parks and green spaces, while preserving the city’s forested character and natural resources, better connecting the city to its river and streams, and promoting environmental sustainability citywide.

THE NEXT TEN
FIVE YEAR UPDATE

POLICIES

- A. PRESERVE, ENHANCE AND EXPAND THE CITY’S NETWORK OF GREEN SPACES, RECREATIONAL FACILITIES AND PUBLIC GATHERING PLACES.
- B. CONNECT THE CITY TO ITS RIVER.
- C. CONNECT PARKS, GREEN SPACE AND RECREATIONAL FACILITIES THROUGH A MULTIMODAL NETWORK OF TRAILS.
- D. PROTECT AND ENHANCE THE CITY’S TREE CANOPY AND WATER RESOURCES.
- E. FOSTER ENVIRONMENTAL SUSTAINABILITY IN ALL CITY ACTIONS.

- RECENTLY COMPLETED OR PLANNED TRAILS & GREENSPACE
- PARTNERED WITH NPS TO PRESERVE LAND AT ISLAND FERRY

SPRINGWAY – MORGAN FALLS CONNECTOR (2A COMPLETE, 2B IN DESIGN)

MT. VERNON HIGHWAY SIDEPATH (UNDER CONSTRUCTION)

CITY GREEN & VETERAN’S PARK (COMPLETED)

OLD RIVERSIDE PARK (UNDER CONSTRUCTION)

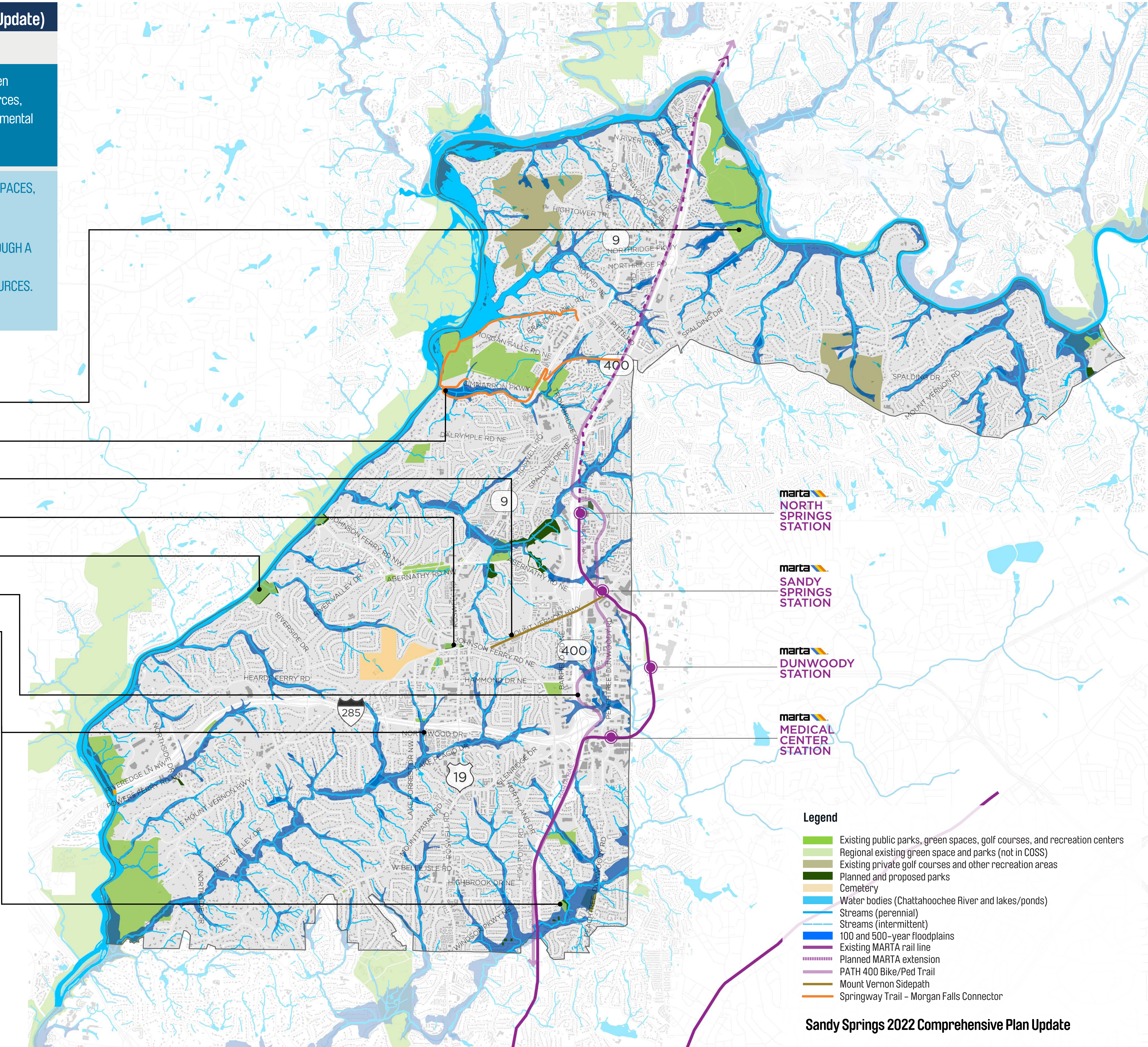
PATH 400 BIKE / PEDESTRIAN TRAIL (UNDER CONSTRUCTION)

NORTHWOOD PARK & TIBBY DEJULIO PARK (COMPLETED)

RECREATION AND PARKS MASTER PLAN

SANDY SPRINGS
RECREATION & PARKS SYSTEM
COMPREHENSIVE PLAN
FEBRUARY 2019

The Master Plan assesses the City’s current inventory of recreational assets and identifies opportunities for future parks and creation initiatives.





Demographics & Housing

CURRENT COMPREHENSIVE PLAN VISION AND POLICIES (2022 Update)

Housing

VISION

THE NEXT TEN FIVE YEAR UPDATE

Ensure that Sandy Springs continues to be one of the most sought-after places to live in the region by preserving its beautiful neighborhoods, encouraging a mix of uses and range of housing options in areas appropriate for redevelopment. At the same time, take steps to expand the city's affordability to middle-income residents and provide support for seniors and special-needs populations.

POLICIES

A. ENCOURAGE THE PRESERVATION OF ESTABLISHED NEIGHBORHOODS.

B. ENCOURAGE THE PROVISION OF MORE QUALITY HOUSING AND A GREATER RANGE OF HOUSING CHOICES.

C. INCORPORATE RESIDENTIAL USES IN MIXED-USE AREAS.

Sources: Census ACS 1-Year estimates; CoStar; SmartRE

POPULATION

1,575 RESIDENTS LOST
2020 – 2024

2,110 HOUSEHOLDS ADDED
2020–2024

Lagging post-2020 population recovery against a rising trend regionally, growth is fueled by household formation

Shrinking under-18 youth footprint 22.1% of households with children

Ages 65 and over are the city's fastest-growing age segment

Change in Age Cohort, 2020–2024

Under 20	20-45	45-65	65 and over
-1%	-3%	3%	7%

RESIDENTIAL REAL ESTATE

Residential Units Today

52.7% Increase in Home Purchase Price
Sandy Springs, 2020–2026

\$714,572 Average Home Price

33.8% Increase in Rental Rates
Sandy Springs, 2020–2026

\$2,042 Average Rental Price

Detached Single Unit: Standalone structure on single lot

Attached Single Unit: Shared walls (townhomes, rowhouse, duplex)

Attached Multi Unit: Shared walls, ceilings, or floors (apartments, condos, triplex+)

Other: Mobile home, RV, boat

RESIDENTIAL DURATION

	All Households	Owner Occupied	Renter Occupied
Households that Have Lived in Current Housing Unit for Five Years or More	63%	73%	19%
Households that Have Lived in Current Housing Unit for Four Years or Less	37%	27%	81%

MEDIAN HOUSEHOLD INCOME

\$104,340 SANDY SPRINGS

\$92,340 ATLANTA MSA

+27% +\$17K INCREASE IN MEDIAN HOUSEHOLD INCOME 2015 – 2020

+29% +\$23.3K INCREASE IN MEDIAN HOUSEHOLD INCOME 2020 – 2024

Housing Costs and Income Metrics Indexed to 2015



Economics and Commercial Real Estate

CURRENT COMPREHENSIVE PLAN VISION AND POLICIES (2022 Update)

Economic Development

VISION

THE NEXT TEN FIVE YEAR UPDATE

Maintain existing economic competitiveness while creating more high-quality places to live, work, shop, and play. Support economic development by investing in a range of transportation choices.

POLICIES

A. BUILD ON SANDY SPRINGS' ECONOMIC SUCCESS.

B. PROMOTE ECONOMIC DEVELOPMENT THROUGH TARGETED REDEVELOPMENT AND A GREATER MIX OF USES.

C. REALIZE ECONOMIC DEVELOPMENT POTENTIAL THROUGH MULTIMODAL TRANSPORTATION IMPROVEMENTS AND TRANSIT-ORIENTED DEVELOPMENT

Sources: BLS; Census OnTheMap; Placer.ai; CoStar

ECONOMICS

Major regional employment destination hub <6% of the daytime population both reside and work in Sandy Springs

Health Care and Social Assistance is the top local industry employer within city limits

The Information sector leads in local business operations and high wage output

With 35% of Households at \$150K+ annually, over 1/3 of local households belong in the highest earning income brackets

TOTAL JOBS 2023

142,073

TOTAL WORKING RESIDENTS 2023

63,482

% OF RESIDENTS THAT ARE WORKING

74.1%

HOME ORIGINS OF SANDY SPRINGS VISITORS* BY ZIP CODE

Legend

Annual Visits by Zip Code

99.3K-124K

124K-324K

324K-996K

996K-2.6M

*Note: Out-of-market visitors are those who neither live nor work in the market. Those who stop for less than 10 minutes are excluded.

183.2K official anytime population

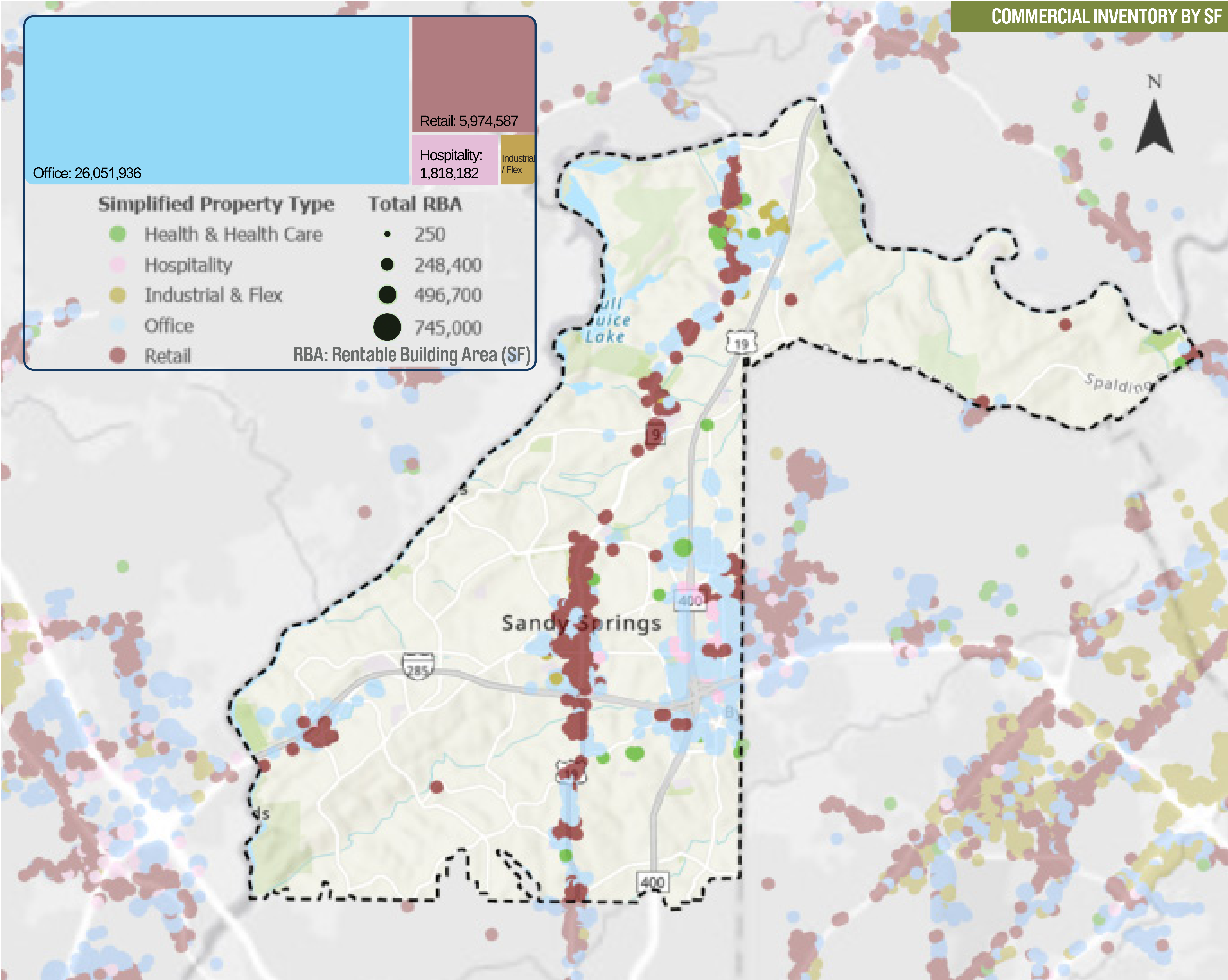
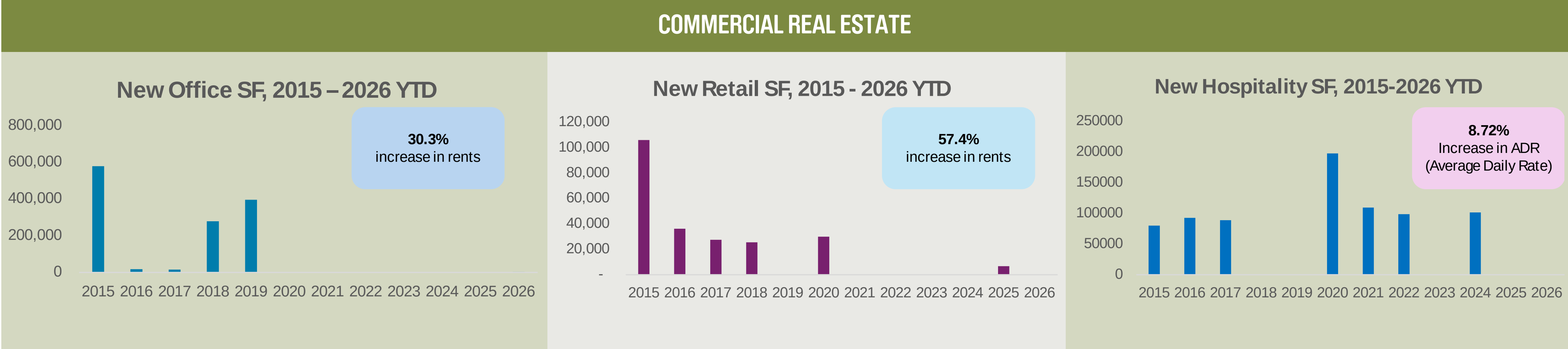
A powerhouse daytime economy driven by 106.8K residents and 76.4K in-market employees working during standard business hours

COMMUTER TRENDS

133,958 Commute into Sandy Springs for Work

45,512 Commute out of Sandy Springs for Work

8,115 Residents Live and Work within Sandy Springs



Transportation

CURRENT COMPREHENSIVE PLAN VISION AND POLICIES (2022 Update)

Transportation

VISION

Make Sandy Springs a connected and mobile city with expanded travel choices by enhancing the connectivity of the street and non-motorized network, by providing a rich array of safe and attractive modes of travel, by maximizing and expanding transit systems and access to them, and by reducing the impact of traffic by managing traffic demand, thereby increasing resiliency in the transportation network and expanding users' knowledge of alternative travel choices.

POLICIES

A. BETTER MANAGE VEHICULAR TRAFFIC DEMAND TO ENCOURAGE THE USE OF ALTERNATIVE MODES

B. EXPAND MOBILITY OPTIONS

C. IMPROVE EAST-WEST MOBILITY

D. INTEGRATE LAND USE CONTEXT AND TRANSPORTATION FUNCTION

E. INCREASE CONNECTIVITY IN THE STREET AND MOBILITY NETWORK

ONGOING PROJECTS

The City continues to upgrade its infrastructure to support safe, multimodal ways to get around Sandy Springs.

Examples of ongoing projects include:

- Mount Vernon Highway Multi-Use Path (Construction)
- PATH 400 Multi-Use Trail 5.1-Mile Extension (Construction)
- Hammond Drive Improvements (Design)
- Roswell Road North End Boulevard (Design)
- Sidewalk gap projects on Dunwoody Road, North River Drive, Northland Drive, Colewood Way, and Glen Errol Road



Scan for current projects

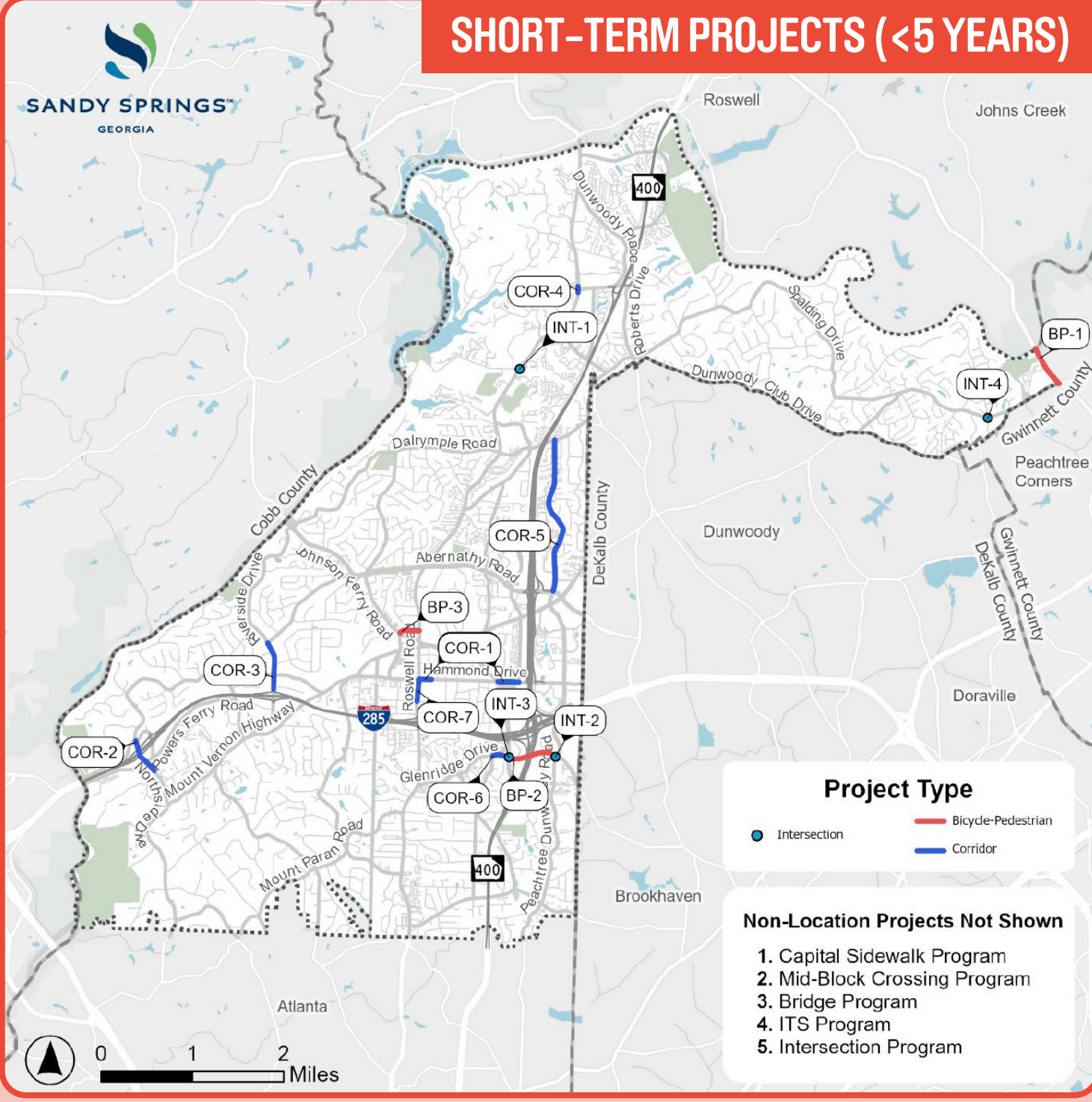
OUR TRANSPORTATION MASTER PLAN

Sandy Springs is finalizing an updated **Transportation Master Plan (TMP)**! That plan outlines a set of transportation 34 projects like intersection improvements, signal upgrades, street beautification, new sidewalks and side paths, and more for the next 10 years.

The transportation element of the Comprehensive Plan will build on the TMP, providing additional direction on topics that were not included in the TMP, like how Sandy Springs will manage curbs in busy areas, bringing projects together to create a continuous bicycle network, and our approach to autonomous vehicles.

It will also plan ahead for longer term transportation projects within this plan's 20-year horizon.

SHORT-TERM PROJECTS (<5 YEARS)



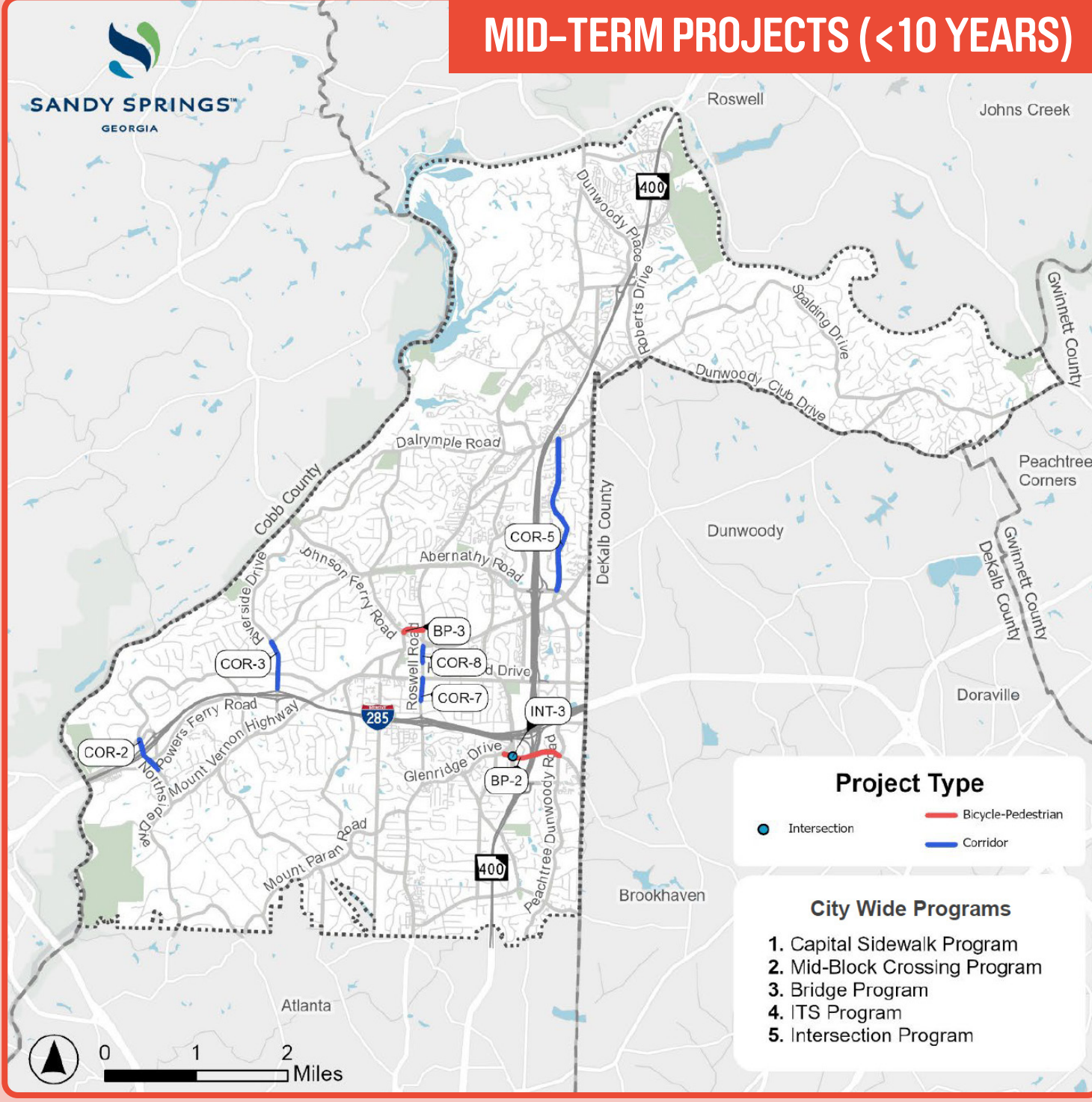
Project Type

- Intersection
- Bicycle-Pedestrian
- Corridor

Non-Location Projects Not Shown

1. Capital Sidewalk Program
2. Mid-Block Crossing Program
3. Bridge Program
4. ITS Program
5. Intersection Program

MID-TERM PROJECTS (<10 YEARS)



Project Type

- Intersection
- Bicycle-Pedestrian
- Corridor

City Wide Programs

1. Capital Sidewalk Program
2. Mid-Block Crossing Program
3. Bridge Program
4. ITS Program
5. Intersection Program



Scan to learn more about the TMP!

Note: Some streets or intersections are included in the Short-Term project list for design and the Mid-Term project list for construction.



OUR CITY'S EVOLVING TRAVEL NEEDS

A lot has changed since the last plan for our residents and workforce and their travel needs. Here's a snapshot of what's changed for people:



10% of Sandy Springs residents identify as having a vision, hearing, cognitive, ambulatory, self-care, or independent living **difficulty or disability**, up from 6%. Accessible infrastructure is more important than ever!¹



About 8% of Sandy Springs households **do not have access to a personal vehicle** and need to walk, bike, or take transit to get around.¹



Post-COVID **remote work patterns stuck** for many Sandy Springs residents, nearly 70% of whom have a college degree and often have flexible office jobs. 32% of residents worked from home as of 2024, nearly double the state average and twice as many as in 2019.²



This **helped reduce the number of people driving alone** to work. Just 59% of residents drove to work alone in 2023, down from 73% in 2019, before the pandemic.²



Fewer people are taking transit and walking to work, too. Just 2.9% of residents commuted via transit in 2024, down from 7.8% in 2019. The share of bicycle commuters (0.2%) has remained steady, and the average commute time has hovered around 26 minutes.²



Sandy Springs keeps growing! The city is projected to add about 25,000 jobs (+9% from 2020) and about 9,500 residents (+9% from 2020) by 2050, meaning our transportation network will need to move more people. Today, most residents work outside of the city (85%), and most people who work here commute from outside it (94%).¹

Sources:1) Sandy Springs Transportation Master Plan (2026), 2) U.S. Census American Community Survey 5-Year Estimates

COMPREHENSIVE PLAN + RECREATION AND PARKS MASTER PLAN 2027
SANDY SPRINGS, GA

EXHIBIT #6
JUNE 23, 2026

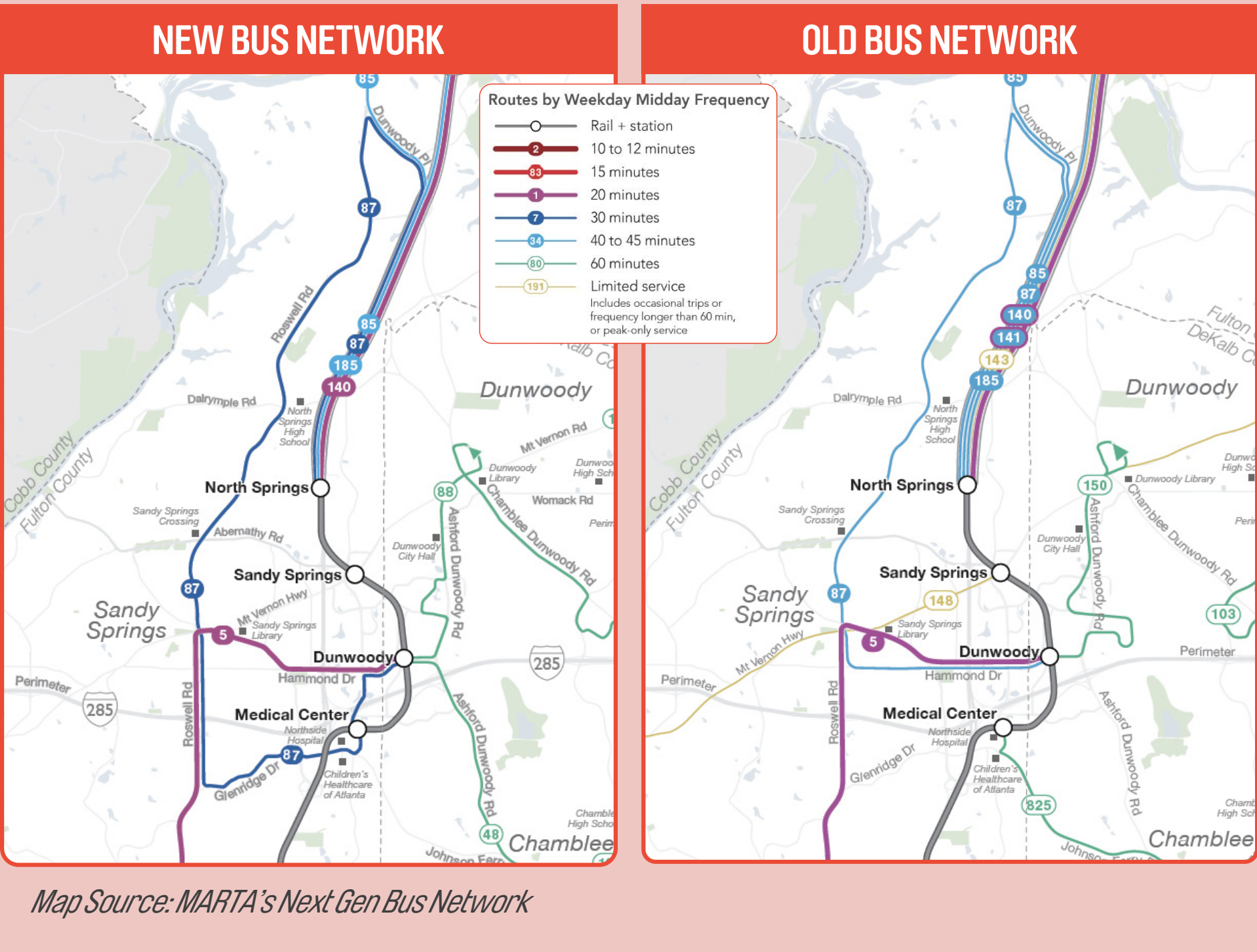
Transportation

TRANSIT

Transit in Sandy Springs is anchored by the **North Springs, Sandy Springs, and Medical Center MARTA Stations**, which are served by the Red Line, several local bus routes, and the Perimeter Connects Shuttle.

MARTA launched its **new bus network** in April! Service changes for Sandy Springs include:

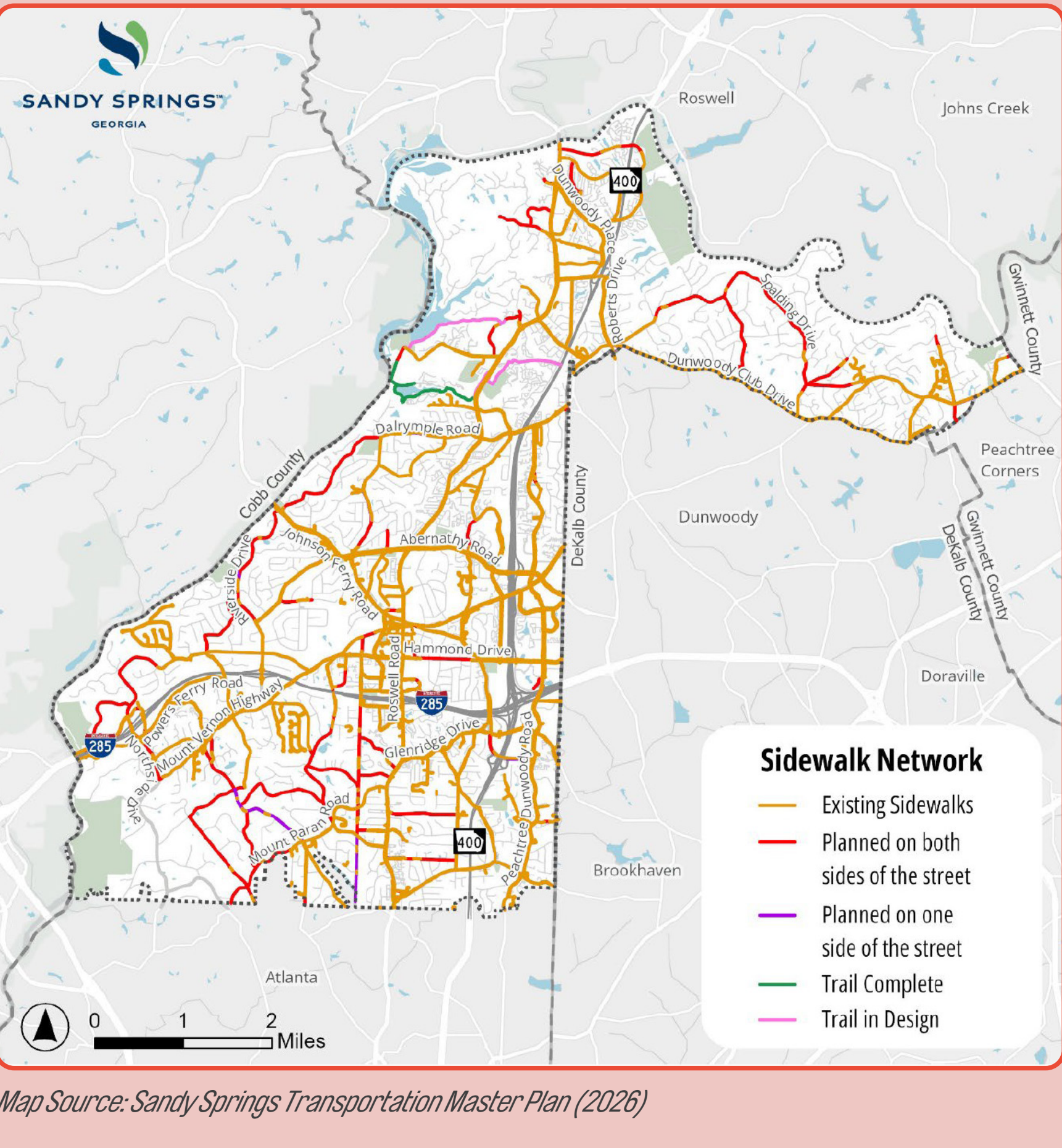
- Route 5 continues to run along Roswell Road up to City Springs, then west to Dunwoody Station via Hammond Road, every 20 minutes.
- Route 87 is more frequent (every 30 minutes) and connects to Medical Center Station via Glenridge Drive instead of to Dunwoody Station via Hammond Drive.
- Route 148 on Vernon Highway was eliminated.
- Several buses to North Fulton cities from North Springs Station now have more frequent service.



WALKING

Sandy Springs has **142 miles of sidewalks and trails**, with another 110 miles planned. Most major streets have sidewalks today, and the city has already identified priority projects to fill these gaps. The City's **Capital Sidewalks Program** tracks missing segments, scores them according to priority criteria, and constructs new segments each year. The TMP includes \$16 million for this program, along with \$4 million for a mid-block crossing program.

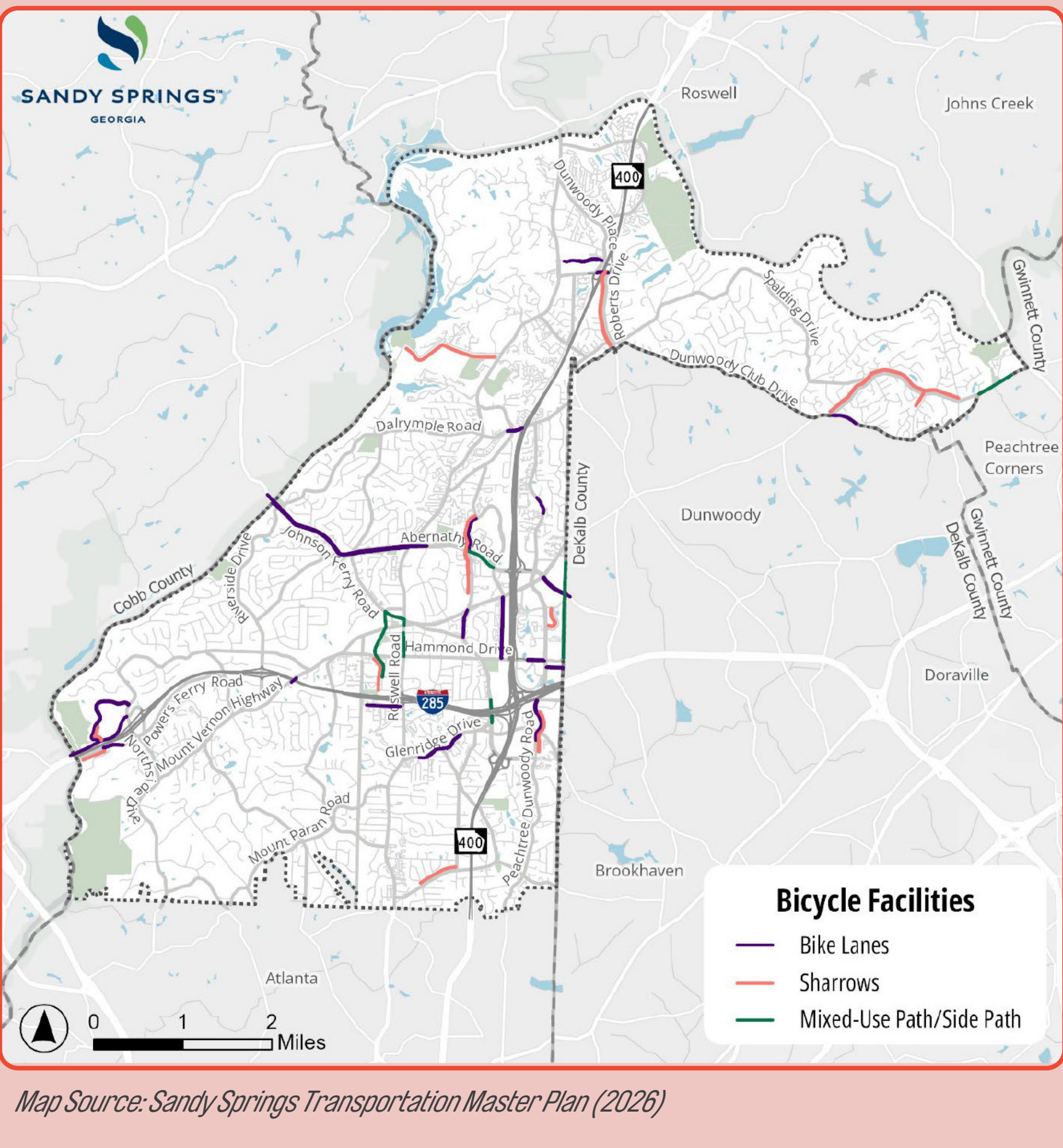
For pedestrian safety, **Roswell Road** is the top concern. 40% of all pedestrian-involved crashes from 2020 to 2024 occurred there.



BIKING

Sandy Springs has more than **40 miles of bicycle infrastructure** today, shown in the map below. However, gaps make it hard to take complete trips by bike without riding in traffic with vehicles on major roads for at least part of the trip. **Roswell Road** was also the top location for crashes that involved cyclists from 2020 to 2024, nearly 30%.

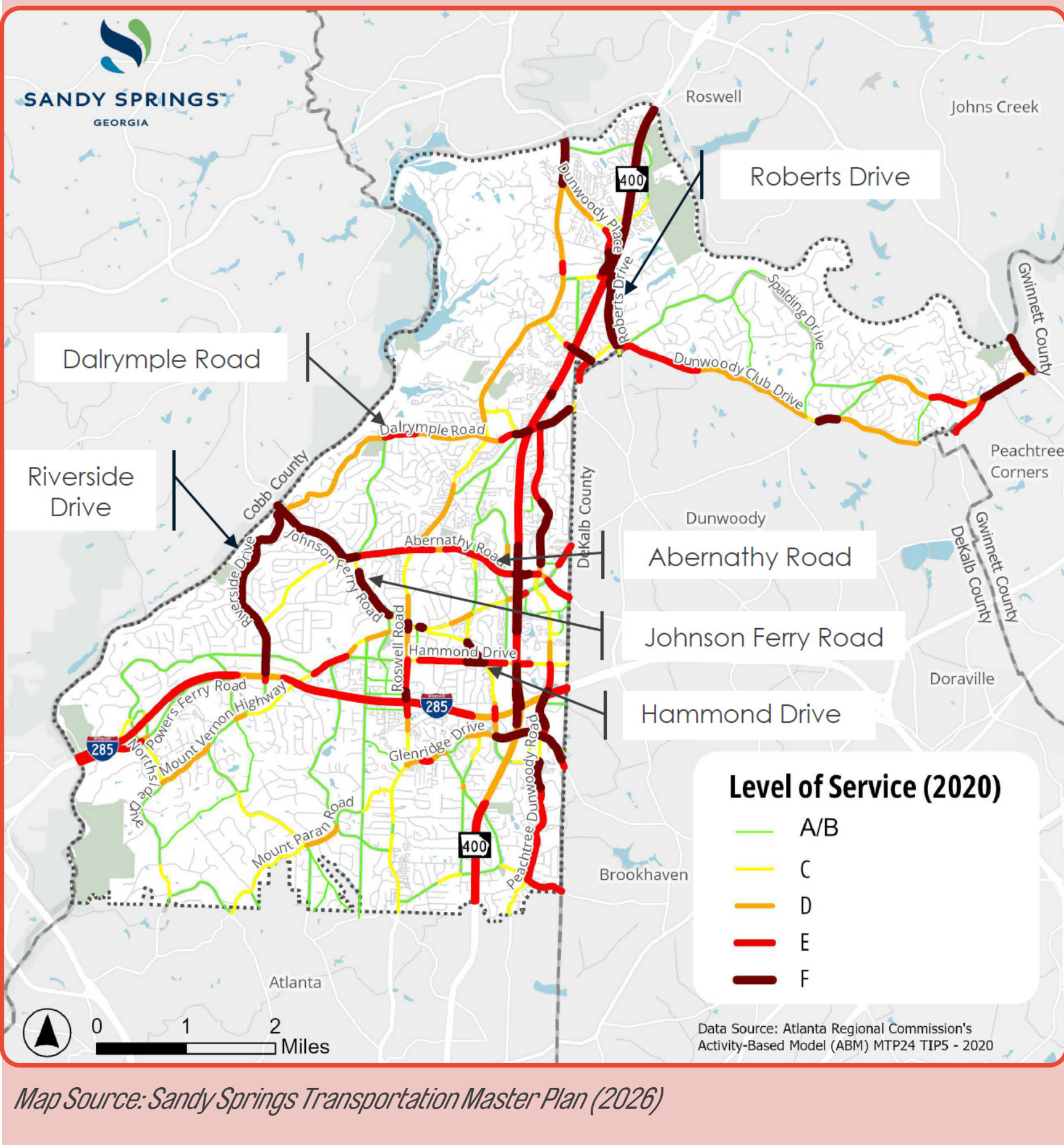
The Transportation Master Plan and Safety Action Plan both identified projects to improve bicyclist safety in key locations. This plan will develop a Planned Bicycle Network to show how these individual projects can connect into a useful network.



DRIVING

The map below shows the “Level of Service,” a measure of traffic congestion for streets and highways in Sandy Springs. Up to a level E is commonly accepted in many urban settings.

Streets with the most congestion include parts of Riverside Drive, Johnson Ferry Road, Peachtree Dunwoody Road, Roberts Drive, and Glenridge Drive, which connect to major employment centers.



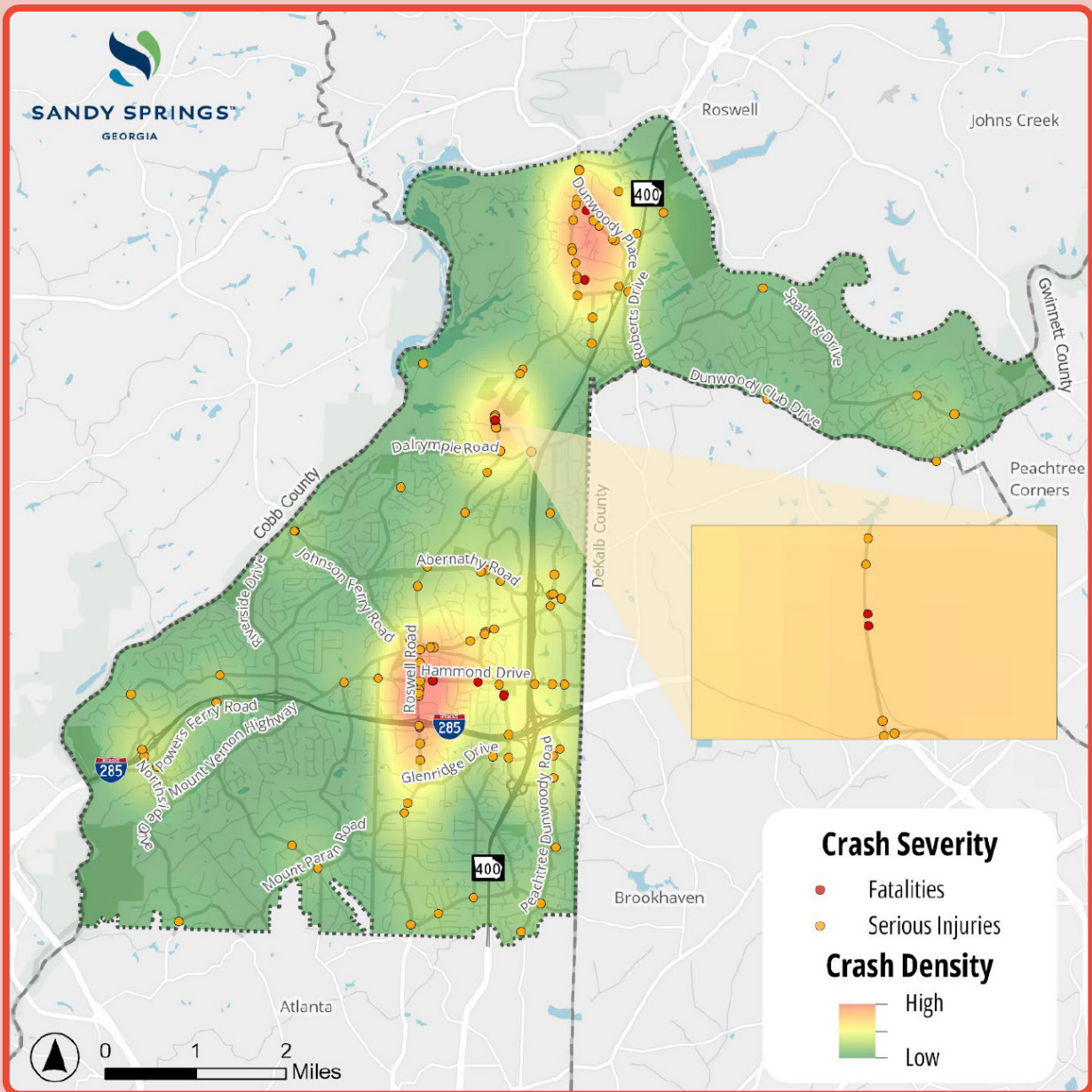
SAFETY ACTION PLAN (2025)

Improving safety has been a top priority for Sandy Springs. From 2020 to 2024, crashes on city streets declined 35% compared to the 2015 to 2019 period. However, fatal and serious injury crashes increased. A third of all crashes occurred on Roswell Road (SR-9), and it was the top location for fatal and serious injuries, too.

Through this process, community members also gave input on their top safety concerns. They highlighted concerns like missing sidewalks, the need for better crossings, issues with speeding, poor visibility at some intersections, and challenges with left turns as important safety issues.

The new Safety Action Plan (2025) identifies a list of **projects that will have the highest impact on reducing crashes and injuries on city streets** and positions Sandy Springs to apply for federal safety funding through USDOT's Safe Streets and Roads for All (SS4A) program.

- TOP CRASH CORRIDORS**
90% of crashes on city streets happened on these 10 streets:
- 1 Roswell Rd (SR-9) (33%)
 - 2 Peachtree Dunwoody Rd (9%)
 - 3 Abernathy Rd (9%)
 - 4 Hammond Dr (8%)
 - 5 Glenridge Dr (6%)
 - 6 Dunwoody Pl (5%)
 - 7 Johnson Ferry Rd (5%)
 - 8 Northridge Rd (5%)
 - 9 Mount Vernon Rd (4%)
 - 10 Riverside Dr (2%)



Scan to read to SAPI!

Map Source: Sandy Springs Transportation Master Plan

NORTH FULTON COMPREHENSIVE TRANSPORTATION PLAN

In addition to planning our own transportation infrastructure, Sandy Springs is working with the Atlanta Regional Commission, nearby North Fulton cities, and relevant stakeholders to update the North Fulton Comprehensive Transportation Plan. This plan focuses on cross-city connections throughout North Fulton County.

Follow us on social media for information about upcoming engagement opportunities for that plan!