

City of *Swartz Creek*  
MICHIGAN

## *Development Opportunities*



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# *THE CITY OF SWARTZ CREEK*

Welcome to the City of Swartz Creek! On behalf of our many businesses, industries, churches and residents, we are pleased to provide you with this Community Information Guide which shall outline and provide information on the City of Swartz Creek and its developmental potential. This document shall provide demographic and market information, maps, and suggestions for business and community development for interested commercial, industrial, and residential developers and entrepreneurs.

## **History**

Like many American cities, the Swartz Creek community was first home to several Native Americans, including the Sauk and Chippewa. In the early 1800's, many of the first families of Swartz Creek came from New York State. One of these, the Millers, followed a well-worn Native American trail along a creek referred to as the "Swartz" (German for black). They stopped just west of Flint and established the Miller Settlement.

In 1842, a post office opened and took the name, Swartz Creek. This name stuck and was used as the community's name from that point on. With Grand Trunk railroad providing community transportation and service, the area remained largely agricultural. Upon the emergence of the auto industry in the Flint area, the community developed into a residential suburb. The suburb was home to many prominent people, including two past Governors – Henry Howland Crapo (Republican 1865-1868) and Josiah W. Begole (Democrat 1883-1884). In the late 1950's, Chevrolet became a prominent resident with the establishment of a large auto plant (later this became General Motors Operations). In 1959, area residents voted to form an official city. After forty years of city-ship, Swartz Creek boasts one of the lowest tax rates of any Michigan city (Under 4.9 operating mills)! Our community is perfectly situated to provide superb opportunities in education, recreation, housing, business and industry. Swartz Creek – Where town and country join hands!!

## **Area Data**

### Genesee County

Genesee County is located in southeastern Michigan and houses almost 450,000 residents. The County is within about an hour's drive from Detroit, Ann Arbor, Lansing, and Saginaw. Lately, the area has experienced much growth in housing and a recent, corresponding surge in population as well. This growth comes after a time of economic and population exodus during the 70s, 80s, and early 90s. The recent boom is a result of a general economic turnaround that has encouraged suburbanization of Flint and Detroit SMA. This growth has focused on the suburbs, including Swartz Creek City, in Genesee County and has brought many affluent residents seeking the high paying jobs in north Oakland County and Genesee County as a whole.

### Swartz Creek

## **General**

The Swartz Creek area is a rapidly growing residential, recreation, and business community for Detroit's northern suburbs and the affluent population of the Flint area. The City encompasses about five square miles and has over twenty miles of streets. There are also four neighboring townships that are adjacent to the City, Gaines, Clayton, Flint, and Mundy.

The City houses over 5,200 residents as well as many businesses and large corporations, and is growing steadily with new families. These residents and businesses are served by public water and sewer utilities. Residents shall soon realize wireless internet in addition to the current high-speed cable, gas, and other general utilities. The City also provides full-time police protection, fire protection, and recreation services such as an active amphitheater, many parks and sports facilities, a proposed eight-mile trail way, a half-million funded senior center, and a district library. In conjunction with the transportation services offered in the area, Swartz Creek is the perfect place to locate any business or residence.

The transportation services in the City present much opportunity. Swartz Creek offers two (2) on/off ramps to Interstate 69 at Miller and Morrish Roads. The Miller Road ramp is but a few miles from the Interstate 75 and US 23 interchange. This access to the highway system accommodates quick and easy access to the resources of metropolitan Detroit, Flint City, and the Flint Township commercial, industrial, airpark, and business district.

In addition to the road infrastructure is an active CN rail line in the City that carries Amtrak passengers, much industrial cargo in the Flint area, and services the City's GM Service Parts Operations plant on the East side of the City.

Also near Swartz Creek, is the quickly expanded Bishop International Airport. This airport is within a few miles of the eastern city limit and services direct flights to many national locations, including such hubs as Detroit, Chicago, and New York. Most major commerce carriers such as UPS and FedEx have regional centers near Bishop.

The area in and around the City of Swartz Creek is growing rapidly with single family housing and some condominium sites. This growth is expected to continue to increase population, consumer expenditures, and to drive the local and regional economy to create more localized services, jobs, and recreation for the new population. In point of fact, the City and adjacent townships have approved, and yet to be constructed, many thousands of single family and condominium homes.

## **Education**

Swartz Creek City is located completely within the highly acclaimed Swartz Creek School District. There are also many other institutions of learning within the vicinity, including private schools and prestigious universities. In fact, the county is home to over 30,000 college students that attend UM-F, Kettering, Mott, and Baker, as well as the nearby university of MSU and the University of Michigan.

## **Downtown**

The Downtown area is a pedestrian-friendly district with many specialty businesses centered at the intersection of Miller and Morrish Roads (both of which provide direct access to the Interstate). This area is serviced by numerous private and public parking lots, including some on-street parking. The combination of residents, businesses and recreation make this area suitable for continued expansion and development. The City has recently acquired additional land in the Downtown and is planning on utilizing this land to encourage development. Such uses for the land included, but are not limited to, increased parking provision, additional park or recreation space, or a possible developmental partnership. The City is also continuing to improve the Downtown in other ways as well. Recent improvements include a newly surfaced street with bike paths that serve the major thoroughfare, a streetscape and lighting program that is continuously expanding, and park improvements.

With these improvements and the increased market demand in the area, it is the intent of the City to utilize this district to its full potential by seeking development of a "traditional" nature: such as that observed in stylish brick buildings that house

specialty stores and loft apartments as well as promote a pedestrian friendly environment. As such, the city is advocating locating all new specialty retail, restaurant, and local services in this district.

## **Miller and Elms**

The intersection of Miller and Elms Roads is a development district that has witnessed much activity in the recent years. The redevelopment of the area near the intersection and interchange into high quality construction of restaurants, financial institutions, and a large grocer and retail center has set a standard and market for future development directly across the street and on Elms Road as well.

This area of the City is backed by very strong residential districts, one of which is continuing expansion with approximately 200 additional, high-quality condominiums. The types of businesses in this location promote a higher quality of life for area residents and commerce. This area serves and shall continue to serve the local service needs of the area. As such, the City is promoting development of the sort that primarily serves the local population yet may still benefit from the proximity of the highway and the regional market thereof. Such development sought would be that of non-specialty retail chains (to preserve the nearby downtown), restaurants, supermarket services, and local financial, medical, or office services.

This area is also key to an expanding trail network within the City. Much of this site is planned to accommodate a newly constructed trail-way that would connect multiple subdivisions, a city park, an elementary school, the west end, and downtown.

## **North Morrish**

The vacant land on North Morrish Road, adjacent to the I-69 interchange, has some of the best developmental potential in the region. The surrounding uses, existing utilities, and easy access to the local and regional population leave it prime for multiple uses. This area is also one of the last large tracts of land in the area that is not slated for development.

The surroundings uses provide an opportunity for future businesses or residents to thrive at or near this area of the City. Recently, the area has experienced much growth and has the potential for even greater expansion. The past months have witnessed the construction of a regional sports facility in the form of a 40,000 square foot basketball arena. Just on the south side of the on/off ramp is the Sports Creek Raceway. This raceway, one of only six in the state, operates year round and has the potential to realize electronic gambling on the premises in the near future (stay tuned with the Michigan Legislature or the Michigan Municipal League for updates!).

The potential for this site is very high. The City would very much like to see this site utilized in such a way that the City residents can glean a higher quality of life through its potential and likely development. As such, the City desires to promote a theme for this area that will create service and recreational opportunities yet maintain the integrity of the downtown area that is adjacent to the south.

Therefore, the City is encouraging that the site follow a blueprint that offers regional services that are lacking in the area while possible mixing these uses with that of less intense residential development. To protect the downtown, small retail of the specialty nature is discouraged. It is desired that businesses of a regional nature, such as hotel/convention centers, sports complexes, grocery services, or medical complexes be incorporated and realized for this area of the city.

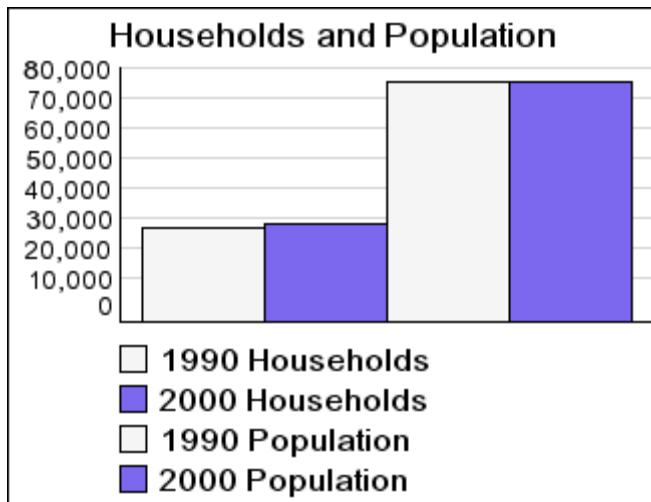


# Demographics and Market

The following is a demographic profile summary, comparison, and future estimation for the Swartz Creek area. The data was compiled and illustrated by a reputable company for the sake of assisting prospective businesses and developers in determining the future market of the area. The reports encompass a demographic area one, three, and six miles for the intersection of Miller and Elms Road in Swartz Creek. This data is a good indicator of the area in general and should be representative of the City as a whole.

## Executive Summary Report with Charts

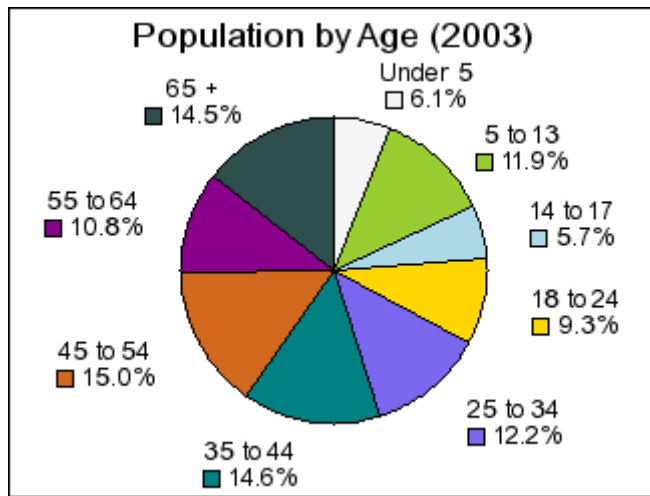
### Population Demographics for a six (6) mile radius of Elms/Miller Roads



The number of households in the study area in 1990 was **30,037** and changed to **31,207** in 2000, representing a change of **4%**. The household count in 2003 was **31,975** and the household projection for 2008 is **33,217**, a change of **4%**. The population in the study area in 1990 was **76,115** and in 2000 it was **75,992**, roughly a **-0%** change. The population in 2003 was **76,965** and the projection for 2008 is **78,547** representing a change of **2%**.

	1990 Census	2000 Census	2003 Estimate	2008 Projection	Percent Change	
					1990 to 2000	2003 to 2008
Total Population	76,115	75,992	76,965	78,547	-0.2%	2.1%
Total Households	30,037	31,207	31,975	33,217	3.9%	3.9%

## Population by Age



In 1990, the median age of the total population in the study area was **34.4**, and in 2000, it was **37.6**. The median age in 2003 is **38.6** and it is predicted to change in five years to **39.8** years.

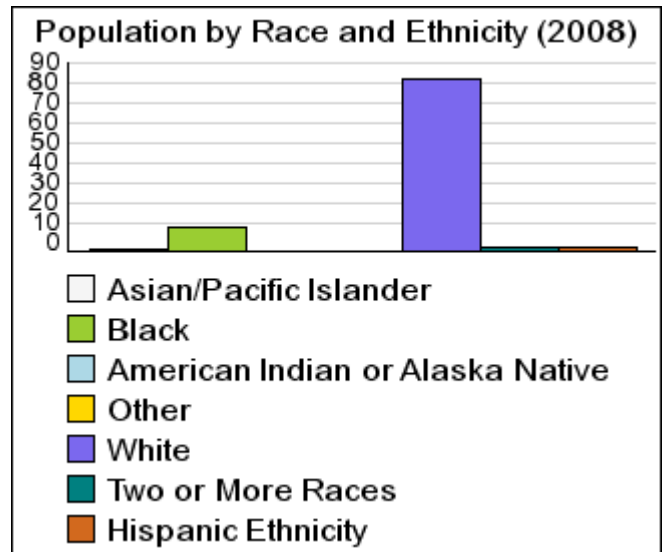
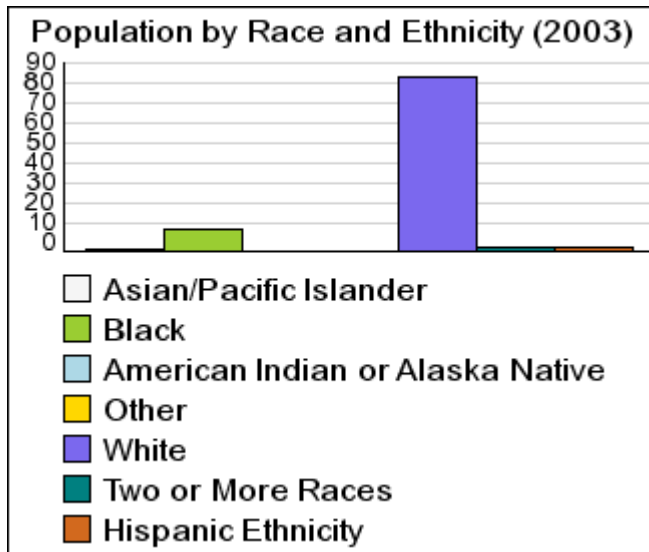
In 2003, females represented **52.3%** of the population with a median age of **40.2** and males represented **47.7%** of the population with a median age of **36.7** years.

In 2003, the most prominent age group in this geography is **45 to 54** years. The age group least represented in this geography is **14 to 17** years.

## Age Groups

Age Groups	1990 Census		2000 Census		2003 Estimate		2008 Projection		Percent Change	
	1990	2000	1990	2000	2003	2008	1990 to 2000	2003 to 2008	1990 to 2000	2003 to 2008
0 to 4	5,063	6.7%	4,785	6.3%	4,662	6.1%	4,578	5.8%	-5.5%	-1.8%
5 to 13	9,418	12.4%	9,443	12.4%	9,147	11.9%	8,657	11.0%	0.3%	-5.4%
14 to 17	4,133	5.4%	4,154	5.5%	4,369	5.7%	4,474	5.7%	0.5%	2.4%
18 to 24	7,555	9.9%	6,690	8.8%	7,146	9.3%	7,691	9.8%	-11.5%	7.6%
25 to 34	12,665	16.6%	10,011	13.2%	9,409	12.2%	9,260	11.8%	-21.0%	-1.6%
35 to 44	11,566	15.2%	12,055	15.9%	11,232	14.6%	10,195	13.0%	4.2%	-9.2%
45 to 54	8,842	11.6%	10,882	14.3%	11,517	15.0%	11,929	15.2%	23.1%	3.6%
55 to 64	7,372	9.7%	7,217	9.5%	8,289	10.8%	9,833	12.5%	-2.1%	18.6%
65 to 74	5,378	7.1%	5,716	7.5%	5,681	7.4%	6,076	7.7%	6.3%	7.0%
75 +	4,117	5.4%	5,040	6.6%	5,513	7.2%	5,855	7.5%	22.4%	6.2%

## Population by Race/Ethnicity



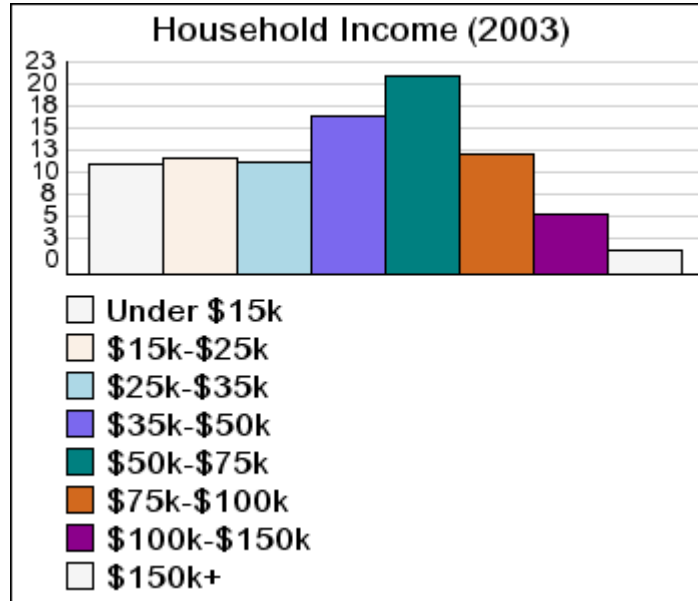
In 2003, the predominant race/ethnicity category in this study area is **White**. The race & ethnicity category least represented in this geography is **American Indian, Ala.**

### Race & Ethnicity

### Percent Change

	1990 Census		2000 Census		2003 Estimate		2008 Projection		1990 to 2000	2003 to 2008
White	70,105	92.1%	64,012	84.2%	64,504	83.8%	65,315	83.2%	-8.7%	1.3%
Black	3,895	5.1%	8,173	10.8%	8,624	11.2%	9,340	11.9%	109.8%	8.3%
Am Indian or Alaska Native	622	0.8%	413	0.5%	418	0.5%	423	0.5%	-33.6%	1.1%
Asian/Pacific Islander	1,014	1.3%	1,146	1.5%	1,137	1.5%	1,125	1.4%	13.0%	-1.0%
Other	467	0.6%	554	0.7%	563	0.7%	577	0.7%	18.6%	2.5%
Two or More Races	N/A	N/A	1,694	2.2%	1,719	2.2%	1,767	2.2%	N/A	2.8%
Hispanic Ethnicity	1,344	1.8%	1,774	2.3%	1,860	2.4%	1,983	2.5%	32.0%	6.6%

## Households by Income



In 2003 the predominant household income category in this study area is **\$50K - \$75K**, and the income group that is least represented in this geography is **\$150K +**.

### HH Income Categories

### Percent Change

	1990 Census		2000 Census		2003 Estimate		2008 Projection		Percent Change	
	Count	%	Count	%	Count	%	Count	%	1990 to 2000	2003 to 2008
\$0 - \$14,999	5,726	19.1%	3,926	12.6%	3,778	11.8%	3,441	10.4%	10.8%	-8.9%
\$15,000-\$24,999	5,178	17.2%	4,233	13.6%	3,941	12.3%	3,560	10.7%	-18.2%	-9.7%
\$25,000-\$34,999	4,276	14.2%	4,082	13.1%	3,828	12.0%	3,566	10.7%	-4.5%	-6.8%
\$35,000-\$49,999	6,103	20.3%	5,162	16.5%	5,379	16.8%	6,775	20.4%	-15.4%	26.0%
\$50,000-\$74,999	5,026	16.7%	6,847	21.9%	6,767	21.2%	6,636	20.0%	36.2%	-1.9%

	1990 Census		2000 Census		2003 Estimate		2008 Projection		1990 to 2000	2003 to 2008
\$75,000- \$99,999	2,003	6.7%	3,716	11.9%	4,127	12.9%	4,841	14.6%	85.5%	17.3%
\$100,000- \$149,999	572	3.7%	1,636	7.4%	2,319	9.3%	4,259	8.6%	305.5%	43.4%
\$150,000 +	314	1.1%	924	3.1%	1,184	3.7%	1,805	5.4%	194.1%	95.5%
Average Hhld Income	\$40,185		\$54,732		\$58,651		\$65,018			10.9%
Median Hhld Income	\$34,646		\$44,091		\$47,220		\$52,753		27.3%	11.7%
Per Capita Income	\$15,979		\$22,473		\$24,648		\$27,772		40.6%	12.7%



## Demographic Trend Comparison Report

1 Miles:

3 Miles:

6 Miles:

### Percent Change from 2003 to 2008:

Population	4.3%	3.7%	2.1%
Household	5.7%	5.5%	3.9%
Median Age	3.9%	3.1%	3.0%
Owner Occupied Housing	9.6%	7.7%	5.9%
Renter Occupied Housing	-5.1%	-4.0%	-2.8%

### Percent Change from 1990 to 2000:

Population	18.3%	1.8%	-0.2%
Household	31.5%	11.4%	3.9%
Median Age	15.4%	15.6%	9.3%
Owner Occupied Housing	34.5%	12.7%	6.5%
Renter Occupied Housing	24.1%	6.5%	-3.4%

### 2003 Demographics:

Total Population	2,204	16,704	76,965
Total Households	1,103	7,053	31,975
Female Population	1,199	8,746	40,249
% Female	54.4%	52.4%	52.3%
Male Population	1,004	7,958	36,716
% Male	45.6%	47.6%	47.7%

### Age

0 - 4	6.2%	5.5%	6.1%
5 - 13	9.3%	11.3%	11.9%
14 - 17	4.2%	5.4%	5.7%
18 - 20	3.5%	3.9%	4.1%
21 - 24	5.7%	4.6%	5.1%

	<b>1 Miles:</b>	<b>3 Miles:</b>	<b>6 Miles:</b>
25 - 34	12.0%	10.9%	12.2%
35 - 44	12.7%	14.6%	14.6%
45 - 54	13.1%	15.6%	15.0%
55 - 64	12.9%	12.1%	10.8%
65 - 74	10.2%	8.2%	7.4%
75 - 84	7.6%	5.7%	5.2%
85 +	2.7%	2.2%	2.0%
Median Age	42.2	41.2	38.6

### Housing Units

Total Housing Units	1,191	7,364	33,757
Owner Occupied Housing Units	68.3%	77.5%	72.6%
Renter Occupied Housing Units	24.3%	18.3%	22.2%
Vacant Housing Units	7.5%	4.2%	5.3%

### Race and Ethnicity

American Indian, Eskimo, Aleut Population	0.6%	0.5%	0.5%
Asian	0.6%	0.9%	1.5%
Black Population	2.3%	2.8%	11.2%
Hawaiian/Pacific Islander Pop.	0.1%	0.0%	0.0%
Multi-Race Population	1.4%	1.5%	2.2%
Other Population	0.4%	0.6%	0.7%
White Population	94.6%	93.7%	83.8%
Hispanic Ethnicity	1.5%	2.0%	2.4%
Not of Hispanic Ethnicity	98.5%	98.0%	97.6%

### Household Income

\$ 0 - \$ 14,999	15.22%	10.66%	11.81%
\$ 15,000 - \$24,999	17.77%	11.57%	12.32%
\$ 25,000 - \$34,999	12.87%	11.55%	11.97%
\$ 35,000 - \$49,999	18.79%	18.20%	16.82%

	<b>1 Miles:</b>	<b>3 Miles:</b>	<b>6 Miles:</b>
\$50,000 - \$74,999	15.49%	20.88%	21.16%
\$75,000 - \$99,999	6.84%	13.37%	12.91%
\$100,000 - \$124,999	5.73%	7.77%	6.55%
\$125,000 - \$149,999	3.24%	2.88%	2.74%
\$150,000 - \$200,000	2.83%	1.95%	2.22%
\$200,000 to \$249,999	0.79%	0.65%	0.78%
\$250,000 +	0.41%	0.53%	0.70%
Average Household Income	\$49,417	\$58,315	\$58,651
Median Household Income	\$38,699	\$48,165	\$47,220
Per Capita Income	\$24,662	\$24,845	\$24,648

**1 Miles:                      3 Miles:                      6 Miles:**

**2008 Demographics:**

Total Population	2,298	17,320	78,547
Total Households	1,166	7,441	33,217
Female Population	1,247	9,039	40,939
% Female	54.3%	52.2%	52.1%
Male Population	1,051	8,281	37,608
% Male	45.8%	47.8%	47.9%

**Age**

0 - 4	5.8%	5.3%	5.8%
5 - 13	8.7%	10.4%	11.0%
14 - 17	4.2%	5.4%	5.7%
18 - 20	3.7%	4.0%	4.3%
21 - 24	6.0%	4.9%	5.5%
25 - 34	11.5%	10.6%	11.8%
35 - 44	11.3%	13.0%	13.0%
45 - 54	13.3%	15.8%	15.2%
55 - 64	14.4%	13.9%	12.5%
65 - 74	10.4%	8.5%	7.7%

	<b>1 Miles:</b>	<b>3 Miles:</b>	<b>6 Miles:</b>
75 - 84	7.7%	5.9%	5.4%
85 +	3.0%	2.3%	2.1%
Median Age	43.8	42.5	39.8

### Housing Units Trend

Total Housing Units	1,259	7,769	35,059
Owner Occupied Housing Units	70.8%	79.1%	74.0%
Renter Occupied Housing Units	21.8%	16.6%	20.7%
Vacant Housing Units	7.4%	4.2%	5.3%

### Race and Ethnicity

American Indian, Eskimo, Aleut Population	0.6%	0.5%	0.5%
Asian	0.6%	0.9%	1.4%
Black Population	3.3%	3.7%	11.9%
Hawaiian/Pacific Islander Pop.	0.0%	0.0%	0.0%
Multi-Race Population	1.6%	1.6%	2.3%
Other Population	0.4%	0.6%	0.7%
White Population	93.5%	92.7%	83.2%
Hispanic Ethnicity	1.5%	2.0%	2.4%
Not of Hispanic Ethnicity	98.5%	98.0%	97.6%

### Household Income

\$ 0 - \$ 14,999	12.99%	9.15%	10.36%
\$ 15,000 to \$ 24,999	16.02%	10.01%	10.72%
\$ 25,000 to \$ 34,999	11.67%	9.93%	10.74%
\$ 35,000 to \$49,999	16.59%	16.49%	15.38%
\$ 50,000 to \$74,999	17.47%	20.19%	19.98%
\$ 75,000 to \$ 99,999	9.50%	14.84%	14.57%
\$100,000 to \$124,999	4.95%	9.11%	8.55%
\$125,000 to \$149,999	4.56%	5.47%	4.27%
\$150,000 to \$199,999	4.29%	3.08%	3.27%
\$200,000 to \$249,999	1.29%	0.96%	1.14%
\$250,000+	0.68%	0.75%	1.02%

	<b>1 Miles:</b>	<b>3 Miles:</b>	<b>6 Miles:</b>
Average Household Income	\$54,663	\$64,908	\$65,018
Median Household Income	\$43,466	\$53,957	\$52,753
Per Capita Income	\$27,610	\$28,086	\$27,772



## Demographic Detail Summary Report

### Population Demographics

	1990 Census		2000 Census		2003 Estimate		2008 Projection		Percent Change	
									1990 to 2000	2003 to 2008
Total Population	76,115		75,992		76,965		78,547		-0.2%	2.1%
Population Density (Pop/Sq Mi)	673.0		671.9		680.5		694.5		-0.2%	2.1%
Total Households	30,037		31,207		31,975		33,217		3.9%	3.9%
<b>Population by Gender:</b>										
Male	36,221	47.6%	36,163	47.6%	36,716	47.7%	37,608	47.9%	-0.2%	2.4%
Female	39,894	52.4%	39,829	52.4%	40,249	52.3%	40,939	52.1%	-0.2%	1.7%

### Population by Race/Ethnicity

	1990 Census		2000 Census		2003 Estimate		2008 Projection		Percent Change	
									1990 to 2000	2003 to 2008
White	70,105	92.1%	64,012	84.2%	64,504	83.8%	65,315	83.2%	-8.7%	1.3%
Black	3,895	5.1%	8,173	10.8%	8,624	11.2%	9,340	11.9%	109.8%	8.3%
American Indian or Alaska Native	622	0.8%	413	0.5%	418	0.5%	423	0.5%	-33.6%	1.1%
Asian	1,014	1.3%	1,146	1.5%	1,137	1.5%	1,125	1.4%	13.0%	-1.0%
Some Other Race	467	0.6%	554	0.7%	563	0.7%	577	0.7%	18.6%	2.5%
Two/More Races			1,694	2.2%	1,719	2.2%	1,767	2.2%		2.8%

	1990 Census		2000 Census		2003 Estimate		2008 Projection		1990 to 2000	2003 to 2008
Hispanic Ethnicity	1,344	1.8%	1,774	2.3%	1,860	2.4%	1,983	2.5%	32.0%	6.6%
Not Hispanic or Latino	74,771	98.2%	74,218	97.7%	75,105	97.6%	76,564	97.5%	-0.7%	1.9%

### Population by Age

	1990 Census		2000 Census		2003 Estimate		2008 Projection		Percent Change 1990 to 2000 2003 to 2008	
0 to 4	5,063	6.7%	4,785	6.3%	4,662	6.1%	4,578	5.8%	-5.5%	-1.8%
5 to 13	9,418	12.4%	9,443	12.4%	9,147	11.9%	8,657	11.0%	0.3%	-5.4%
14 to 17	4,133	5.4%	4,154	5.5%	4,369	5.7%	4,474	5.7%	0.5%	2.4%
18 to 24	7,555	9.9%	6,690	8.8%	7,146	9.3%	7,691	9.8%	-11.5%	7.6%
25 to 34	12,665	16.6%	10,011	13.2%	9,409	12.2%	9,260	11.8%	-21.0%	-1.6%
35 to 44	11,566	15.2%	12,055	15.9%	11,232	14.6%	10,195	13.0%	-2.9%	-9.2%
45 to 54	8,842	11.6%	10,882	14.3%	11,517	15.0%	11,929	15.2%	30.2%	3.6%
55 to 64	7,372	9.7%	7,217	9.5%	8,289	10.8%	9,833	12.5%	12.4%	18.6%
65 to 74	5,378	7.1%	5,716	7.5%	5,681	7.4%	6,076	7.7%	5.6%	7.0%
75 to 84	3,132	4.1%	3,724	4.9%	4,003	5.2%	4,215	5.4%	27.8%	5.3%
85+	985	1.3%	1,316	1.7%	1,509	2.0%	1,639	2.1%	33.6%	8.6%

### Median Age:

Total Population	34.4		37.6		38.6		39.8
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## Households by Income

	1990 Census		2000 Census		2003 Estimate		2008 Projection		Percent Change	
									1990 to 2000	2003 to 2008
\$0 - \$15,000	5,726	19.1%	3,926	12.6%	3,778	11.8%	3,441	10.4%	-34.0%	-8.9%
\$15,000 - \$24,999	5,178	17.2%	4,233	13.6%	3,941	12.3%	3,560	10.7%	-23.9%	-9.7%
\$25,000 - \$34,999	4,276	14.2%	4,082	13.1%	3,828	12.0%	3,566	10.7%	-10.5%	-6.8%
\$35,000 - \$49,999	6,103	20.3%	5,162	16.5%	5,379	16.8%	5,109	15.4%	-11.9%	1.6%
\$50,000 - \$74,999	5,865	19.5%	6,847	21.9%	6,767	21.2%	6,636	20.0%	15.4%	-1.9%
\$75,000 - \$99,999	2,003	6.7%	3,716	11.9%	4,127	12.9%	4,841	14.6%	106.0%	17.3%
\$100,000 - \$149,999	572	1.9%	2,319	7.4%	2,971	9.3%	4,259	12.8%	419.6%	43.4%
\$150,000 +	314	1.0%	924	3.0%	1,184	3.7%	1,805	5.4%	277.1%	52.5%
Average Hhld Income	\$40,185		\$54,732		\$58,651		\$65,018		36.2%	10.9%
Median Hhld Income	\$34,646		\$44,091		\$47,220		\$52,753		27.3%	11.7%
Per Capita Income	\$15,979		\$22,473		\$24,648		\$27,772		40.6%	12.7%

## Employment and Business

	Percent Change									
	1990 Census		2000 Census		2003 Estimate		2008 Projection		1990 to 2000	2003 to 2008
Age 16 + Population	59,621		59,681		60,996		63,152		0.1%	3.5%
Employed	35,163	59.0%	35,333	59.2%	36,589	60.0%	37,849	59.9%	0.5%	3.4%
Unemployed	2,641	4.4%	1,774	3.0%	1,890	3.1%	1,965	3.1%	-32.8%	4.0%
In Armed Forces	63	0.1%	9	0.0%	9	0.0%	9	0.0%	-85.8%	0.0%

## Housing Units

	Percent Change									
	1990 Census		2000 Census		2003 Estimate		2008 Projection		1990 - 2000	2003 - 2008
Total Housing Units	31,390		32,960		33,757		35,059		5.0%	3.9%
Owner Occupied	22,135	70.5%	23,576	71.5%	24,496	72.6%	25,945	74.0%	6.5%	5.9%
Renter Occupied	7,900	25.2%	7,631	23.2%	7,479	22.2%	7,272	20.7%	-3.4%	-2.8%
Vacant	1,345	4.3%	1,753	5.4%	1,783	5.3%	1,842	5.3%	30.3%	3.3%

## Vehicles Available

	Percent Change									
	1990 Census		2000 Census		2003 Estimate		2008 Projection		1990-2000	2003-2008
Avg. Vehicles Per HH	1.76		1.77		1.76		1.78		0.6%	1.2%
0 Vehicles Available	2,008	6.7%	1,810	5.8%	1,874	5.9%	1,874	5.6%	-9.8%	0.0%
1 Vehicle Available	10,693	35.6%	11,304	36.2%	11,514	36.0%	11,863	35.7%	5.7%	3.0%
2+ Vehicles	17,324	57.7%	18,093	58.0%	18,632	58.3%	19,480	58.6%	4.4%	4.6%

## Marital Status

									Percent Change	
	1990 Census		2000 Census		2003 Estimate		2008 Projection		1990 - 2000	2003 - 2008
Age 15+ Population	60,614		60,745		65,448		63,741		0.2%	-2.6%
Married, Spouse Present	34,144	56.3%	31,729	52.2%	33,348	51.0%	31,745	49.8%	-7.1%	-4.8%
Married, Spouse Absent	1,020	1.7%	1,808	3.0%	2,733	4.2%	2,177	3.4%	77.2%	-20.3%
Divorced	6,214	10.3%	7,413	12.2%	4,594	7.0%	4,328	6.8%	19.3%	-5.8%
Widowed	4,620	7.6%	4,388	7.2%	8,096	12.4%	8,481	13.3%	-5.0%	4.7%
Never Married	14,616	24.1%	15,407	25.4%	16,677	25.5%	17,010	26.7%	5.4%	2.0%

## Educational Attainment

									Percent Change	
	1990 Census		2000 Census		2003 Estimate		2008 Projection		1990 - 2000	2003 - 2008
Age 25+ Population	49,939		50,244		51,641		53,263		0.6%	3.1%
Grade K - 8	3,159	6.3%	1,673	3.3%	1,700	3.3%	1,768	3.3%	-47.0%	4.0%
Grade 9 - 12	6,818	13.7%	4,367	8.7%	5,170	10.0%	5,394	10.1%	-36.0%	4.3%
High School Graduate	16,461	33.0%	16,574	33.0%	16,850	32.6%	17,432	32.7%	0.7%	3.5%
Some College, No Degree	11,354	22.7%	13,597	27.1%	13,776	26.7%	14,206	26.7%	19.8%	3.1%
Associates Degree	4,028	8.1%	4,648	9.3%	4,703	9.1%	4,826	9.1%	15.4%	2.6%
Bachelor's Degree	4,973	10.0%	5,774	11.5%	5,826	11.3%	5,973	11.2%	16.1%	2.5%
Graduate Degree	3,143	6.3%	3,611	7.2%	3,617	7.0%	3,662	6.9%	14.9%	1.3%

## Consumer Expenditure Summary Report

### Consumer Expenditure Totals (Average Household Annual Expenditures)

	2003 Estimate		2008 Projection		% Change 2003-2008
Total Households	31,975		33,217		3.9%
Total Avg Household Expenditure	\$47,639		\$50,984		7.0%
Total Avg Retail Expenditure	\$20,053		\$21,445		6.9%

### Consumer Expenditure Detail (Average Household Annual Expenditures)

	2003 Estimate	% of Total	2008 Projection	% of Total	% Change 2003-2008
Airline Fares	\$333.01	0.7%	\$356.84	0.7%	7.2%
Alcoholic Beverages	\$455.71	1.0%	\$487.65	1.0%	7.0%
Alimony & Child Support	\$144.00	0.3%	\$154.08	0.3%	7.0%
Apparel	\$2,583.07	5.4%	\$2,766.39	5.4%	7.1%
Apparel Services & Acces	\$333.93	0.7%	\$358.15	0.7%	7.3%
Audio Equipment	\$73.49	0.2%	\$78.84	0.2%	7.3%
Babysitting & Elderly Care	\$252.07	0.5%	\$269.89	0.5%	7.1%
Books	\$87.38	0.2%	\$93.60	0.2%	7.1%
Books & Supplies	\$129.75	0.3%	\$138.68	0.3%	6.9%

	<b>2003 Estimate</b>	<b>% of Total</b>	<b>2008 Projection</b>	<b>% of Total</b>	<b>% Change 2003-2008</b>
Boys Apparel	\$138.59	0.3%	\$148.22	0.3%	6.9%
Cellular Phone Service	\$77.72	0.2%	\$83.13	0.2%	7.0%
Cigarettes	\$402.60	0.8%	\$430.40	0.8%	6.9%
Computer Hardware	\$372.98	0.8%	\$399.21	0.8%	7.0%
Computer Info. Svcs	\$38.08	0.1%	\$41.01	0.1%	7.7%
Computer Software	\$49.66	0.1%	\$53.15	0.1%	7.0%
Contributions	\$1,408.30	3.0%	\$1,509.82	3.0%	7.2%
Coolant & Other Fluids	\$10.94	0.0%	\$11.71	0.0%	7.0%
Cosmetics & Perfume	\$104.76	0.2%	\$112.42	0.2%	7.3%
Deodorants & Other Pers Care	\$35.09	0.1%	\$37.50	0.1%	6.9%
Education	\$820.11	1.7%	\$876.73	1.7%	6.9%
Electricity	\$1,435.78	3.0%	\$1,535.24	3.0%	6.9%
Entertainment	\$2,480.52	5.2%	\$2,656.93	5.2%	7.1%
Fees & Admissions	\$622.16	1.3%	\$667.04	1.3%	7.2%
Finance Chgs Exc Mort & Veh	\$211.85	0.4%	\$226.69	0.4%	7.0%
Floor Coverings	\$75.46	0.2%	\$80.98	0.2%	7.3%
Food & Beverages	\$7,799.94	16.4%	\$8,345.44	16.4%	7.0%
Food At Home	\$4,633.26	9.7%	\$4,953.80	9.7%	6.9%
Food Away From Home	\$2,710.97	5.7%	\$2,903.99	5.7%	7.1%
Footwear	\$481.56	1.0%	\$515.93	1.0%	7.1%
Fuel Oil & Other Fuels	\$96.60	0.2%	\$103.18	0.2%	6.8%
Funeral & Cemetery	\$124.82	0.3%	\$132.96	0.3%	6.5%
Furniture	\$470.08	1.0%	\$504.94	1.0%	7.4%

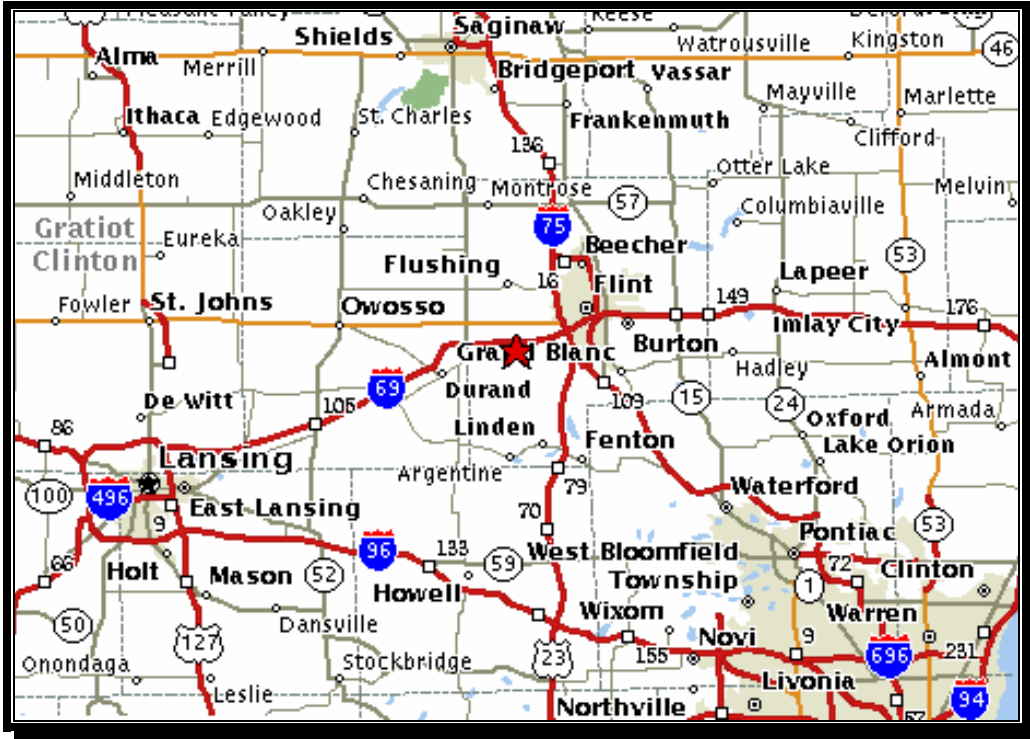
	<b>2003 Estimate</b>	<b>% of Total</b>	<b>2008 Projection</b>	<b>% of Total</b>	<b>% Change 2003-2008</b>
Gasoline & Oil	\$1,697.01	3.6%	\$1,818.68	3.6%	7.2%
Gifts	\$1,442.28	3.0%	\$1,543.64	3.0%	7.0%
Girls Apparel	\$166.83	0.4%	\$178.44	0.4%	7.0%
Hair Care	\$67.54	0.1%	\$72.25	0.1%	7.0%
Hard Surface Flooring	\$13.12	0.0%	\$14.00	0.0%	6.7%
Health Care	\$3,018.03	6.3%	\$3,223.43	6.3%	6.8%
Health Care Insurance	\$1,460.61	3.1%	\$1,559.32	3.1%	6.8%
Health Care Services	\$914.88	1.9%	\$976.84	1.9%	6.8%
Health Care Supplies & Equip	\$642.55	1.3%	\$687.26	1.3%	7.0%
Household Services	\$369.26	0.8%	\$394.71	0.8%	6.9%
Household Supplies	\$750.01	1.6%	\$806.23	1.6%	7.5%
Household Textiles	\$117.66	0.2%	\$126.09	0.2%	7.2%
Housewares & Small App	\$1,009.60	2.1%	\$1,081.58	2.1%	7.1%
Indoor Plants & Fresh Flowers	\$87.66	0.2%	\$93.76	0.2%	7.0%
Infants Apparel	\$119.07	0.2%	\$127.38	0.2%	7.0%
Jewelry	\$115.74	0.2%	\$124.32	0.2%	7.4%
Legal & Accounting	\$102.34	0.2%	\$109.65	0.2%	7.1%
Magazines	\$53.70	0.1%	\$57.45	0.1%	7.0%
Major Appliances	\$221.08	0.5%	\$237.03	0.5%	7.2%
Mass Transit	\$101.48	0.2%	\$108.74	0.2%	7.2%
Men's Apparel	\$480.08	1.0%	\$513.99	1.0%	7.1%
Mortgage Interest	\$2,767.25	5.8%	\$2,967.44	5.8%	7.2%
Natural Gas	\$470.99	1.0%	\$503.72	1.0%	6.9%

	<b>2003 Estimate</b>	<b>% of Total</b>	<b>2008 Projection</b>	<b>% of Total</b>	<b>% Change 2003-2008</b>
New Car Purchased	\$1,198.84	2.5%	\$1,281.36	2.5%	6.9%
New Truck Purchased	\$901.28	1.9%	\$963.48	1.9%	6.9%
New Vehicle Purchase	\$2,100.12	4.4%	\$2,244.84	4.4%	6.9%
Newspapers	\$113.76	0.2%	\$121.67	0.2%	7.0%
Oral Hygeine Products	\$31.04	0.1%	\$33.18	0.1%	6.9%
Other Lodging	\$893.13	1.9%	\$946.03	1.9%	5.9%
Other Miscellaneous Expenses	\$109.15	0.2%	\$116.85	0.2%	7.1%
Other Repairs & Maint	\$99.28	0.2%	\$106.13	0.2%	6.9%
Other Tobacco Products	\$43.28	0.1%	\$46.31	0.1%	7.0%
Other Transportation Costs	\$791.88	1.7%	\$846.81	1.7%	6.9%
Other Utilities	\$392.34	0.8%	\$420.14	0.8%	7.1%
Paint & Wallpaper	\$45.27	0.1%	\$48.50	0.1%	7.1%
Personal Care Products	\$184.67	0.4%	\$197.83	0.4%	7.1%
Personal Care Svcs	\$526.65	1.1%	\$564.87	1.1%	7.3%
Personal Insurance	\$539.29	1.1%	\$577.54	1.1%	7.1%
Pet Supplies & Svcs	\$261.11	0.5%	\$279.38	0.5%	7.0%
Photographic Equip & Supplies	\$118.01	0.2%	\$126.38	0.2%	7.1%
Plumbing & Heating	\$61.38	0.1%	\$65.76	0.1%	7.1%
Property Taxes	\$432.82	0.9%	\$462.31	0.9%	6.8%
Public Transportation	\$524.80	1.1%	\$562.29	1.1%	7.1%
Records/Tapes/CD	\$125.47	0.3%	\$134.27	0.3%	0.0%

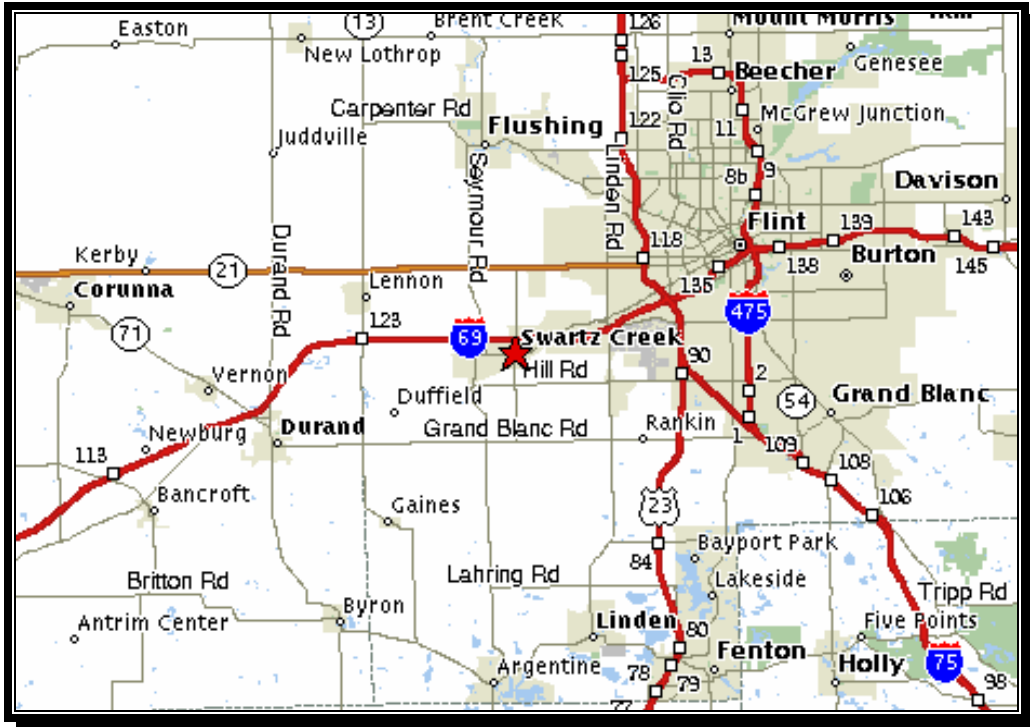
	<b>2003 Estimate</b>	<b>% of Total</b>	<b>2008 Projection</b>	<b>% of Total</b>	<b>% Change 2003-2008</b>
Recreational Equip & Supplies	\$940.32	2.0%	\$1,007.27	2.0%	7.1%
Rental Costs	\$3,653.21	7.7%	\$3,903.47	7.7%	6.9%
Roofing & Siding	\$78.96	0.2%	\$84.38	0.2%	6.9%
Satellite Dishes	\$7.95	0.0%	\$8.57	0.0%	7.7%
Shaving Needs	\$13.77	0.0%	\$14.73	0.0%	7.0%
Shelter	\$8,501.16	17.8%	\$9,086.78	17.8%	6.9%
Telephone Svc Excl Cell	\$1,211.23	2.5%	\$1,297.06	2.5%	7.1%
Televisions	\$105.95	0.2%	\$113.49	0.2%	7.1%
Transportation	\$9,909.60	20.8%	\$10,612.29	20.8%	7.1%
Tuition	\$690.36	1.4%	\$738.05	1.4%	6.9%
Used Car Purchase	\$1,394.22	2.9%	\$1,497.03	2.9%	7.4%
Used Truck Purchase	\$818.14	1.7%	\$876.96	1.7%	7.2%
Used Vehicle Purchase	\$2,212.35	4.6%	\$2,373.99	4.7%	7.3%
VCRs & Related Equipment	\$47.69	0.1%	\$51.06	0.1%	7.0%
Vehicle Insurance	\$1,112.54	2.3%	\$1,192.25	2.3%	7.2%
Vehicle Repair	\$1,080.15	2.3%	\$1,155.10	2.3%	6.9%
Vehicle Repair & Maintenance	\$1,091.09	2.3%	\$1,166.81	2.3%	6.9%
Video & Audio Equipment	\$918.04	1.9%	\$982.63	1.9%	7.0%
Video Game Hardware & Software	\$31.47	0.1%	\$33.66	0.1%	6.9%
Watches	\$23.57	0.0%	\$25.32	0.0%	7.4%
Women's Apparel	\$863.01	1.8%	\$924.29	1.8%	7.1%

# MAPS

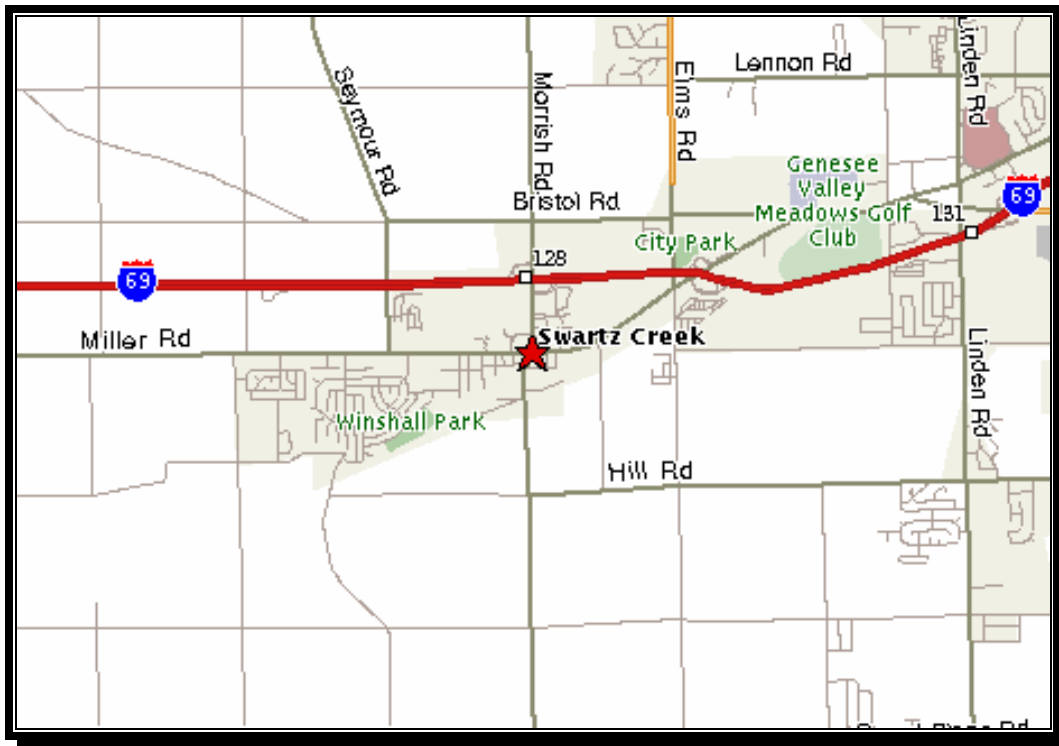
## Metropolitan View



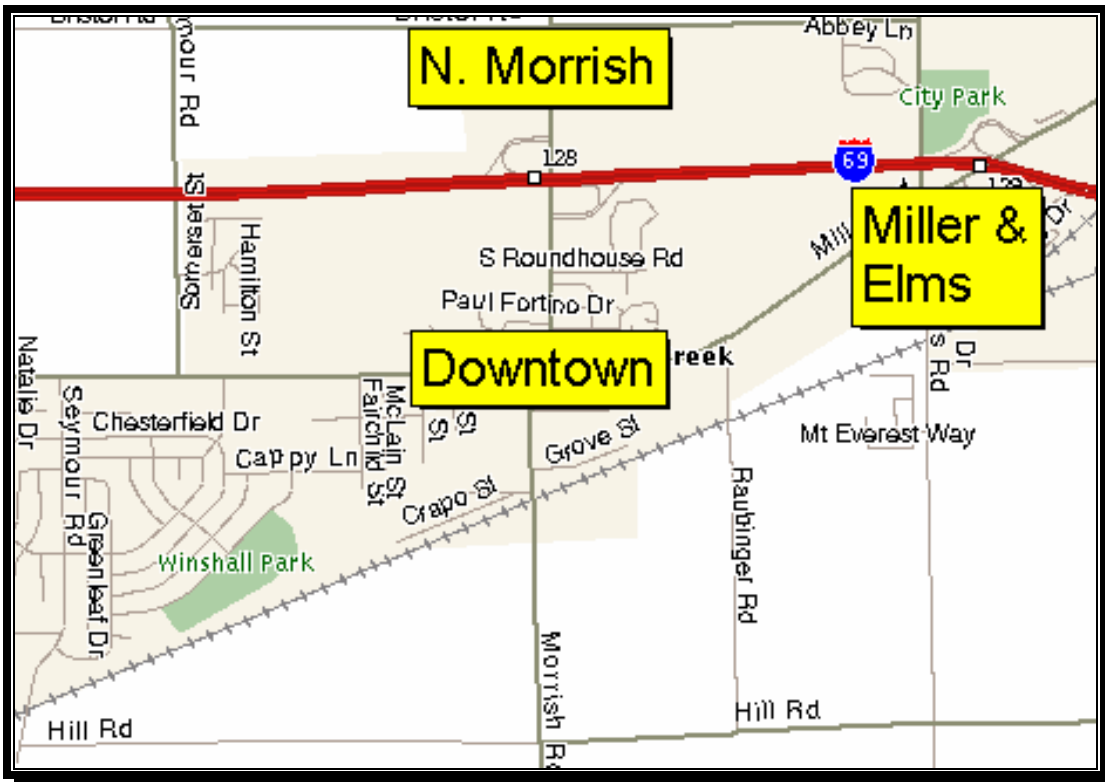
## Regional View



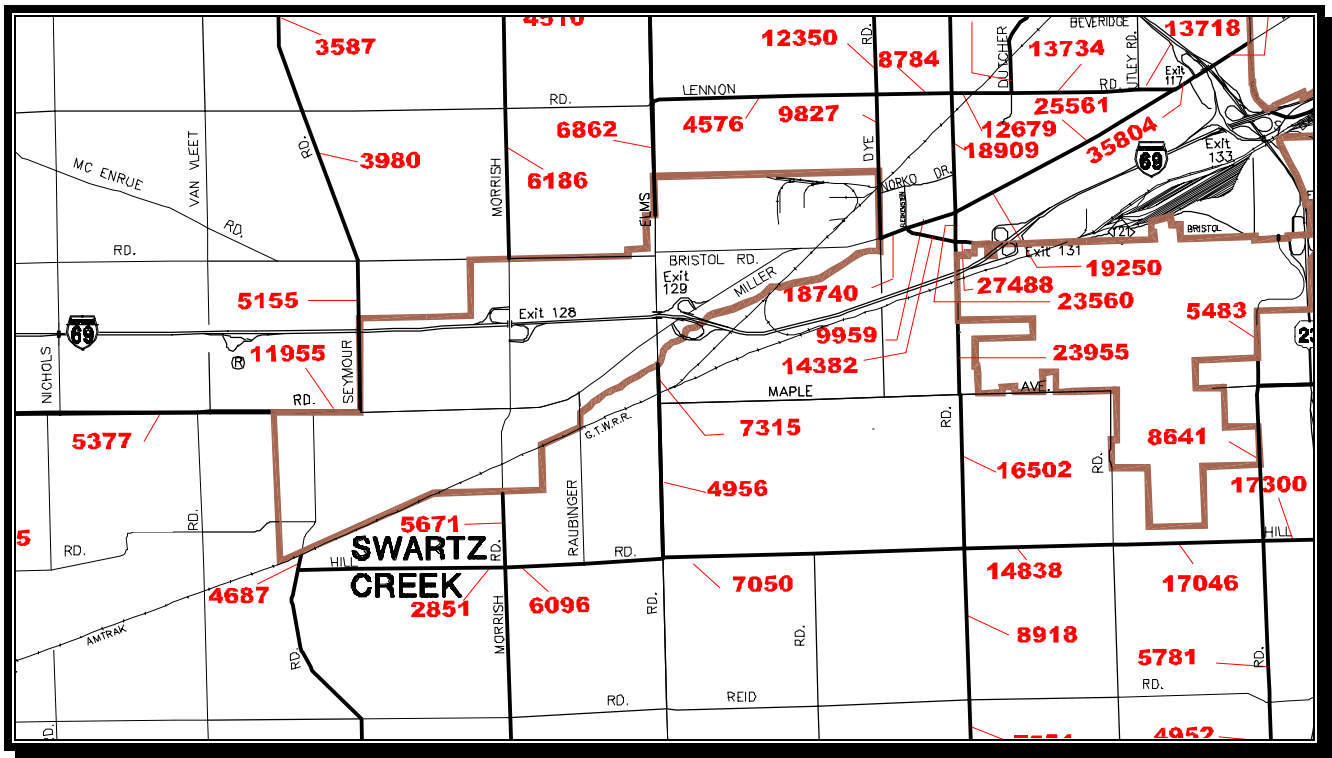
## Local View



## Development Districts



## Traffic Count Map (Genesee County Roads Only)



### Additional Traffic Data

Interstate 75 Daily Traffic Count 100,000+ In Vicinity

Interstate 69 Daily Traffic Count 50,000+/- In Vicinity

Source: Michigan Department of Transportation  
[http://www.michigan.gov/documents/flint\\_19645\\_7.pdf](http://www.michigan.gov/documents/flint_19645_7.pdf)

**SWARTZ CREEK IS LOCATED IN THE CENTRAL, WESTERN SIDE OF  
 GENESEE COUNTY, FIVE MILES WEST OF FLINT, MICHIGAN**

# City Departments and Services



## City Offices

810-635-4464

Hours: 8:30 AM-4:30 PM, M-F

**Services:** General administration, Park reservations, assessing, code enforcement, zoning, permits, building procedures, fee schedules, water turn on/off, taxes, utility billing, elections, planning, and garbage collection contracting.

City Manager PAUL BUECHE

Assistant ADAM ZETTEL

City Clerk MARY-JO CLARK

Treasurer DEANNA KORTH

Community Services Director TOM SVRCEK

Assessor-Building & Zoning TOM O'BRIEN

General Information LAURIE WICKES

Water & Sewer Department

Accounts Payable-Receiveable

[pbueche@cityofswartzcreek.org](mailto:pbueche@cityofswartzcreek.org)

[azettel@cityofswartzcreek.org](mailto:azettel@cityofswartzcreek.org)

[mclark@cityofswartzcreek.org](mailto:mclark@cityofswartzcreek.org)

[dkorth@cityofswartzcreek.org](mailto:dkorth@cityofswartzcreek.org)

[tsvrcek@cityofswartzcreek.org](mailto:tsvrcek@cityofswartzcreek.org)

[tobrien@cityofswartzcreek.org](mailto:tobrien@cityofswartzcreek.org)

[lwickes@cityofswartzcreek.org](mailto:lwickes@cityofswartzcreek.org)

[dmacgillivr@cityofswartzcreek.org](mailto:dmacgillivr@cityofswartzcreek.org)

[jaguilar@cityofswartzcreek.org](mailto:jaguilar@cityofswartzcreek.org)

**Police Department**  
**810-635-4401**  
**Hours: 8AM-12PM, 1PM-5PM, M-F**

Chief of Police RICK CLOLINGER  
Police Sergeant RICK DESHANO

[rclolinger@cityofswartzcreek.org](mailto:rclolinger@cityofswartzcreek.org)  
[rdeshano@cityofswartzcreek.org](mailto:rdeshano@cityofswartzcreek.org)

**Department of Public Services**  
**810-635-4495**  
**Hours: 8:30-4:30, M-F**

Community Services Director TOM SVRCEK  
Assistant ADAM ZETTEL  
Water & Sewer Department

[tsvrcek@cityofswartzcreek.org](mailto:tsvrcek@cityofswartzcreek.org)  
[azettel@cityofswartzcreek.org](mailto:azettel@cityofswartzcreek.org)  
[dmacgillivr@cityofswartzcreek.org](mailto:dmacgillivr@cityofswartzcreek.org)

**Services:** Wood-chipping, water meter installation, water meter reading, utility maintenance, street maintenance, signage, snow plowing, and cemetery maintenance.

**Fire Department**  
**810-628-4182** Fire Chief Brent Cole

**Senior Center**  
**810-635-4122**

**Services:** Gaming, meals, many miscellaneous activities.

***City Council:***

Mayor RICHARD ABRAMS:  
Mayor Pro-Tem JASON CHRISTIE  
Council-Member DAVE HURT  
Council-Member DON ADAMS  
Council-Member CURT PORATH  
Council-Member DAVE PLUMB  
Council-Member MIKE SHUMAKER

[rabrums@cityofswartzcreek.org](mailto:rabrums@cityofswartzcreek.org)  
[jchristie@cityofswartzcreek.org](mailto:jchristie@cityofswartzcreek.org)  
[dhurt@cityofswartzcreek.org](mailto:dhurt@cityofswartzcreek.org)  
[dadams@cityofswartzcreek.org](mailto:dadams@cityofswartzcreek.org)  
[cporath@cityofswartzcreek.org](mailto:cporath@cityofswartzcreek.org)  
[dplumb@cityofswartzcreek.org](mailto:dplumb@cityofswartzcreek.org)  
[mshumaker@cityofswartzcreek.org](mailto:mshumaker@cityofswartzcreek.org)

***Links and Contact Info:***

Swartz Creek Community Schools  
810-591-0581  
[www.swartzcreek.org](http://www.swartzcreek.org)

Flint Chamber of Commerce  
810-235-5514  
[www.metropolitanchamber.org](http://www.metropolitanchamber.org)

Genesee County Board of Commissioners  
810-257-3020  
[www.co.genesee.mi.us](http://www.co.genesee.mi.us)

State of Michigan  
[www.Michigan.gov](http://www.Michigan.gov) (official)  
[www.Michigan.org](http://www.Michigan.org) (Travel, Jobs, Business)

Flint Journal  
[www.Mlive.com](http://www.Mlive.com)

Detroit Free Press  
[www.freep.com](http://www.freep.com)

University of Michigan-Flint  
800-942-5636  
[www.Flint.umich.edu](http://www.Flint.umich.edu)

Mott Community College  
810-762-0200  
[www.MCC.edu](http://www.MCC.edu)

Kettering University  
810-762-9500  
[www.gmi.edu](http://www.gmi.edu)

Baker College of Flint  
810-766-4000  
[www.Baker.edu](http://www.Baker.edu)

Michigan State University  
517-335-1855  
[www.MSU.edu](http://www.MSU.edu)

University of Michigan  
734-764-1817  
[www.umich.edu](http://www.umich.edu)

Bishop Airport (FNT)  
810-235-8160  
[www.bishopairport.org](http://www.bishopairport.org)

Metropolitan Airport (DTW)  
734-Airport  
<http://www.metroairport.com>

Capitol (Capital) City Airport (LAN)  
517-321-6121  
[www.capitalcityairport.com](http://www.capitalcityairport.com)

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Revised: July 23, 2004