



Harris Township

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Comprehensive Plan

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2017 Update

# Harris Township Comprehensive Plan

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## 2017 Update

Original plan adopted by the Harris Township Board 11/8/2006

2012 Update adopted 6/27/2012

2017 Updated adopted: 5/24/2017



### Harris Township Town Board

Peggy Clayton

Ken Haubrich

Jim Kelley, chair

Dennis Kortekaas

Mike Schack

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Prepared for Harris Township by

*Applied Insights*<sup>north</sup>

181 Farley Lane

Duluth MN 55803

HARRIS TOWNSHIP

COMPREHENSIVE PLAN: 2017

Chapter 1



# Using the Plan

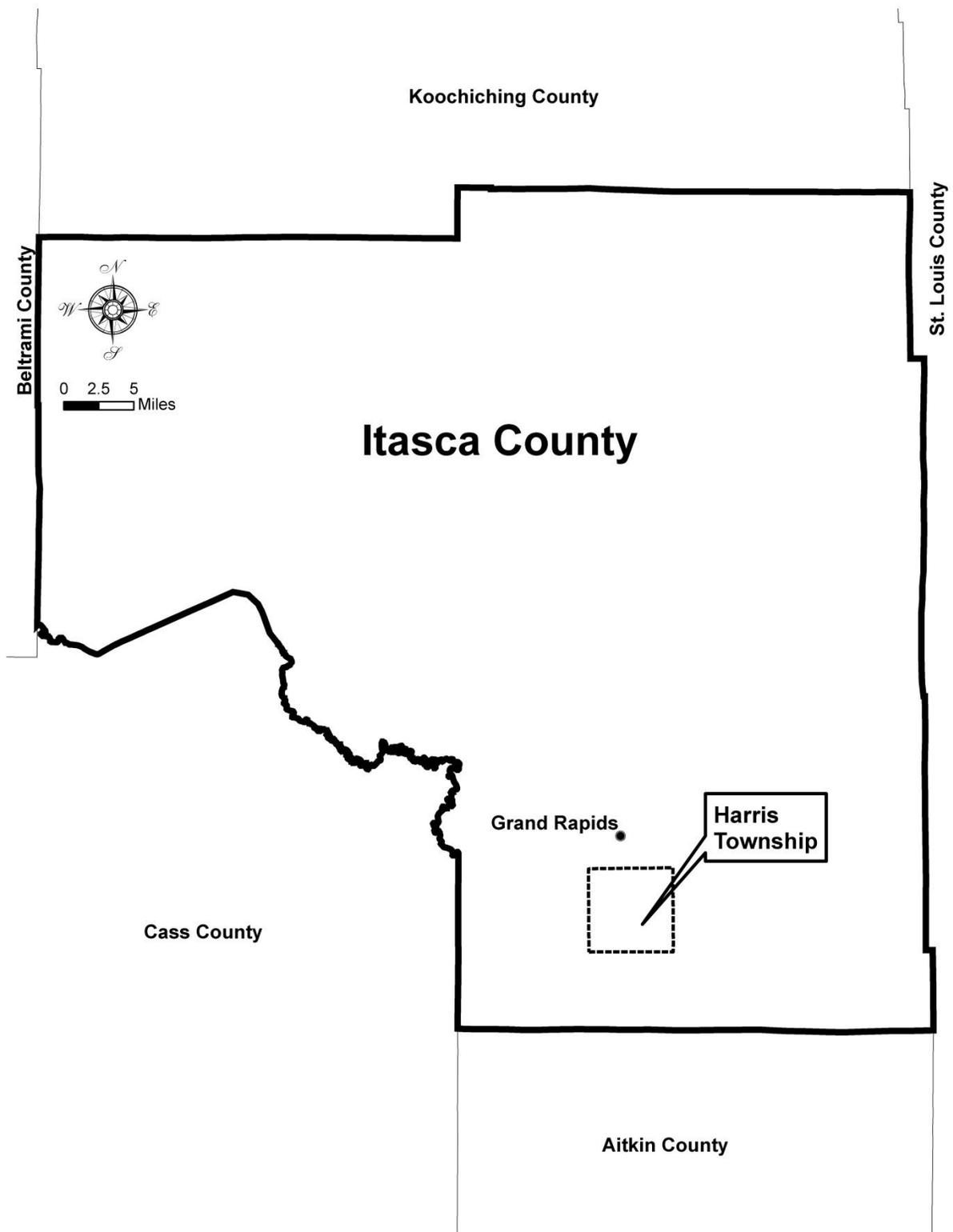
**The purpose of this plan** is to guide community decisions and investments within its sphere of authority and to be used by Harris as the basis for its efforts to influence, coordinate and cooperate with other governmental entities that make decisions and investments within and affecting the Harris community.

***The plan will guide community decisions and investments regarding:***

- Land Use
- Roads & Transportation
- Recreation
- Wastewater Treatment

***Harris will use the plan to:***

- Influence decisions by Itasca County concerning matters such as comprehensive planning, zoning, subdivisions, and roads.
- Coordinate actions with the City of Grand Rapids regarding cooperative approaches to matters such as road and highway development, trails and recreation, and fire protection.
- Foster cooperation with other townships and communities regarding matters such as wastewater treatment on lakes and fire protection.
- Initiate cooperation and coordination with other public and private entities such as the DNR regarding forest land and recreation facilities, and UPM-Blandin regarding forest land.



Map 1. Harris Township Location within Itasca County



# Sense of Place

What is it that makes Harris Township, Harris Township? What are the values and features that define the community and contribute to its positive sense of place? What factors, if lost or diminished, would reduce that essential “something” that makes this place special? To these questions, the citizens of Harris Township offer the following:

## ***Sense of Ruralness***

- Open space
- Rural landscape of fields and forest
- Overall low density of development
- Sense of personal safety
- Environmental quality – high quality ground and surface water, low ambient noise

## ***Pokegama Lake***

- Premier recreational resource
- Defining natural asset of community

## ***Ease of Access into Grand Rapids***

- Employment
- Shopping and services
- Governmental services
- Entertainment
- Social / Religion / Education

## ***Local Government***

- Direct citizen involvement
- Lower cost and complexity

# Community Context



## Community Overview

### Location and Land Use

Harris Township is located within Itasca County south of and immediately adjacent to the City of Grand Rapids [see Map 1].

The primary land use is lakeshore residential and rural residential. Most commercial uses are situated along the Highway 169 corridor with gravel pits and smaller establishments scattered around the township. Camp Mishawaka operates a large summer camp for boys and girls along the north side of Pokegama Lake. The southeast quarter of the township has a number of farms and an extensive amount of publicly and privately owned forestland.

Nearly all buildable land around Pokegama and Hale Lakes has been developed. Other areas of the township have considerable amounts of acreage available for future development. In recent years, development activity has been modest in part due to the lingering effects of the Recession and the downturn in the region's mining industry. However, as noted later in this document the recent extension of natural gas service down to and around Pokegama Lake, and, the planned extension of high speed broadband Internet service into the northern half of the community are strong inducements for enhanced levels of residential and commercial development.

Itasca County exercises land use controls – zoning and subdivision – within the township. The bulk of the non-lakeshore portion of the township is zoned Farm Residential in which the minimum lot size is 2.5 acres (5.0 acres if livestock are on site); however, a small amount is zoned Rural Residential with a minimum lot size of 1.5 acres. The majority of the lakeshore portion of the Township is zoned Rural Residential. The lakeshore areas are also governed by shoreland zoning regulations. There are several commercially zoned areas along Highway 169.

There are potential concerns regarding water quality are including the connections between Pokegama and Woodtick and Hale Lakes. Small diameter culverts connect the two smaller lakes to Pokegama. There is some concern that the exchange of water through these connections may be inadequate to maintain desired water quality. Also, the area around the Woodtick Lake connection including the Sunny Beach Road is susceptible to flooding.

In addition, there are concerns that Another water quality issue concerns storm water runoff along the Highway 169 corridor north of the lake with resulting may be contributing sedimentation into the lake. After major rain events noticeable plumes are have been visible. Associated with this issue are is the presence of high levels of phosphorus in patches of area soils which is finding could find its way through runoff into the lake; these patches are found this is occurring along the corridor as well as from in the watersheds of small streams flowing into the lake, mostly along the lake's south shore.

### Roads

The major transportation routes serving Harris Township are:

- Highway 169 serves as a primary transportation route in the Township. It carries traffic north and south through the Township into Grand Rapids.

- County State Aid Highway 3 (River Road) runs on the eastern side of the Township providing access to Grand Rapids; it has much less traffic than Highway 169.
- County Road 457 (Airport Road) provides access into Grand Rapids although a series of 90-degree turns and a narrow road surface limit its viability as a major route.
- Country Road 64(Harris Town Road) is the primary east-west route in northern Harris Township.

Other major County roads in the Township include: CR 66, or LaPlant Road, which provides the east-west corridor along the south shore of Pokegama Lake; CR 67, which provides another east-west connection in the far south of the Township; CR 437, or Crystal Springs Road/Shadywood Road, which provides access into the Stony Point area; and CR 250, or South Crystal Springs Road, which provides access south of the area.

The Township owns and maintains approximately 33.85 miles of roads; of these 26.55 miles are paved. The Appendix contains a listing of these roads along with a map.

Highway 169 will likely continue to experience an increase in traffic volume but the road is capable of handling it. However, conflicts at certain intersections – LaPlant/Southwood Road and Harris Town Road may increase. Also, there is a need to address perceived safety concerns along the highway from Harris Town Road to Grand Rapids.

The Harris Town Road will see increased traffic including substantial rises in through commercial truck traffic, which will be accessing businesses in southern Grand Rapids. This will cause issues regarding traffic volume (noise, turning conflicts), loss of rural character, and safety (at such intersections as Wendigo Park Road and River Road).

Finally, the town recognizes the need for a new road to essentially parallel the Mishawaka Road where it runs north along Lake Pokegama. This section of road has numerous safety issues related to road alignment, boat access area, and increasing traffic volumes. A parallel roadway would alleviate these issues and serve future development. The timing of constructing this road will likely be driven by that future development.

## Community Facilities

Harris Township owns and operates a number of facilities serving residents and visitors.

- Town Hall.
- Crystal Springs Park: baseball field with bleachers, hockey/skating rink with warming house, swings, climbing structures, basketball court, volleyball court, game court, pavilion.
- Wendigo Park: baseball field (full fencing, skinned infield, bleachers), hockey rink with warming house, tennis courts.
- Wendigo Picnic Area: picnic tables, open space and across the road a walk-in access to Hale Lake.
- Five boat accesses on Pokegama Lake – Casper Landing, LaPlant Road, Woodtick Lake, Mishawaka Road, Robinson Road [see Map A-2 in Appendix].
- Service Center: maintenance facility, offices for maintenance and treasurer, meeting space.
- Harris Township Cemetery.

In general the Township's recreation facilities are sound with only minor upgrades required. However, boat accesses on Pokegama Lake may need attention due to increased use. The Casper Landing access has user conflicts between boaters and swimmers, even though it is not a designated beach. The LaPlant Road, Robinson Road and Woodtick accesses have limited

parking. Parking lots, especially the one at the Mishawaka access, are inadequate for larger vehicles and trailers and the level of use it receives.

There is a desire for recreational trails that connect various parts of Harris Township to Grand Rapids to permit Township residents and visitors to safely travel into the city. Three general corridors for consideration are: Pokegama Lake causeway north on west side of Highway 169 to the Mishawaka Road/Horseshoe Lake Road; Airport Road to Sunny Beach Road; and along the River Road. Multiple use trails should be considered where feasible. In addition, there is a growing desire for localized recreational trails for use by residents.

## Population

In terms of population Harris is the second largest unit of government in Itasca County behind Grand Rapids. Between 1990 and 2000 Harris Township's population grew 15.2% from 2,888 to 3,328. The number of households grew from 1,028 to 1,290, or 25.5%. Both rates of growth far outstripped overall growth in Itasca County's population (7.7%) and households (17.0%).

However, between 2000 and 2010 the situation changed dramatically. Harris' population declined to 3,253 (-2.3%) although the number of households increased slightly to 1,297 (0.5%). Meanwhile, Itasca County's population grew by 2.4% and the number of households increased 3.7%.

According to estimates for 2015 Harris has grown slightly to 3,276 people (0.7%) while Itasca County as a whole grew by 5.1% to 47,344.

From 2000 to 2010 Harris became an older community. Every age group over age 50 grew during this period while every group under that age declined with the exception of modest gains in the 25-34 age group.

The State Demographic Center has projected Itasca County to grow to 48,834 people by 2025 a 3.1% growth rate over 2015. Given the continuing expansion of natural gas service and broadband Internet service in large portions of Harris, the community should be expected to gain in households and total population perhaps at a rate exceeding that of the county.

## Governance

Harris Township has the power and authority of an urban town as provided in Minnesota Statutes 368.01. The Township provides a number of services including the maintenance of roads, recreation facilities, and the operation of the Harris Township Cemetery. Fire protection is contracted from the Grand Rapids Fire Department; the Itasca County Sheriff provides police protection.

Residents have consistently affirmed their desire to remain a township. They are, however, willing to consider incorporating as a city if that is required to avoid annexation by Grand Rapids and to retain their tradition of local governance.

## Factors Influencing Community Change

A number of factors impact the ongoing development and character of Harris Township. Obviously, it is not within the power of the township to influence many of these dynamics but, nonetheless, having some understanding of the forces at play is critical to ongoing township decision making.

## The Factors

- ❖ **Utility Service Area Expansion**  
Recent and continuing extension of natural gas service into large portions of Harris and the ongoing expansion of the area served by high speed broadband Internet service.
- ❖ **Population Dynamics**  
Smaller average-sized households lead to more housing units; increased mobility allows people to live further from Grand Rapids; increased mobility increases number of trips generated per household; conversion from second home cabins leads to more year-round residences.
- ❖ **Impact of Development on Previously Undeveloped Land**  
Changes in land ownership and economics drive development of previously undeveloped (and assumed to remain undeveloped) land such as farms, forested areas, marginal shoreland, and former gravel pits. Increase in demand for land and land values encourage subdivision of land into the minimum size parcels required by zoning.
- ❖ **Grand Rapids Growth**  
Grand Rapids is a dynamic community with much of its physical growth, especially commercial development, trending in Harris Township's direction

## Impacts

The following are the likely impacts of these factors upon Harris; any given impact may be generated by one or more of the factors. Depending on one's perspective the impacts of these factors could be seen as positive or negative.

- Increased incentives for new residential and commercial development.
- Intensified commercial development further south along Highway 169.
- Increase in employment and business development opportunities for existing and potential Harris Township residents.
- New housing development is at densities greater than previous development.
- Increased housing opportunities.
- Maintained pressure to create rural subdivisions at or near minimum required lot sizes in the Township.
- More housing developments.
- More year-round residents for involvement in community affairs and activities.
- Increased land value and property tax base.
- Increase in vehicular traffic on arterial roads, especially commercial trucks and general auto along Harris Town Road.
- Increased traffic volume, speed, and safety issues.
- Increased wear and tear on Township roads.
- Demand for additional or upgraded roads.
- Loss of defining rural open space such as farm fields and forests.
- Residents, especially those who have lived in the Township for a longer time, perceive a general diminishment of sense of ruralness (which can take many forms such as loss of dark night sky, more ambient man-made noise, increased traffic, loss of open land to hike/play in, etc.).
- Increase in use of public boat accesses on Pokegama Lake causing, in some cases, user conflicts.
- Increase in airport traffic and subsequent noise pollution.

## This Plan and the Issue of Annexation

When the 2006 plan was developed, the issue of potential annexation of parts of the township by the City of Grand Rapids was a serious issue. However, no annexations occurred and the City has since indicated it has no desire to initiate annexation of any township land. On the other hand, the potential for annexation initiated by township property owners under new state legislation remains a concern. As a consequence, the township devoted considerable attention to this matter, especially as it might apply to future development in the Highway 169 corridor.

It is Harris Township's contention that the future conditions set forth in this plan describe the Township as playing a vital, supportive, and necessary role within Itasca County. As such, it is the Township's intent to remain an exurban/rural community integrated into and contributing to the greater Grand Rapids area but that operates as a separate unit of government with its current boundaries intact. Further, the Township intends to use its plan to promote a type and density of development consistent with the Township's exurban/rural nature and to prevent the creation of conditions that would support annexation of parts of the Township into Grand Rapids.

Chapter 4

HARRIS TOWNSHIP

COMPREHENSIVE PLAN: 2017



# The Future Harris Township

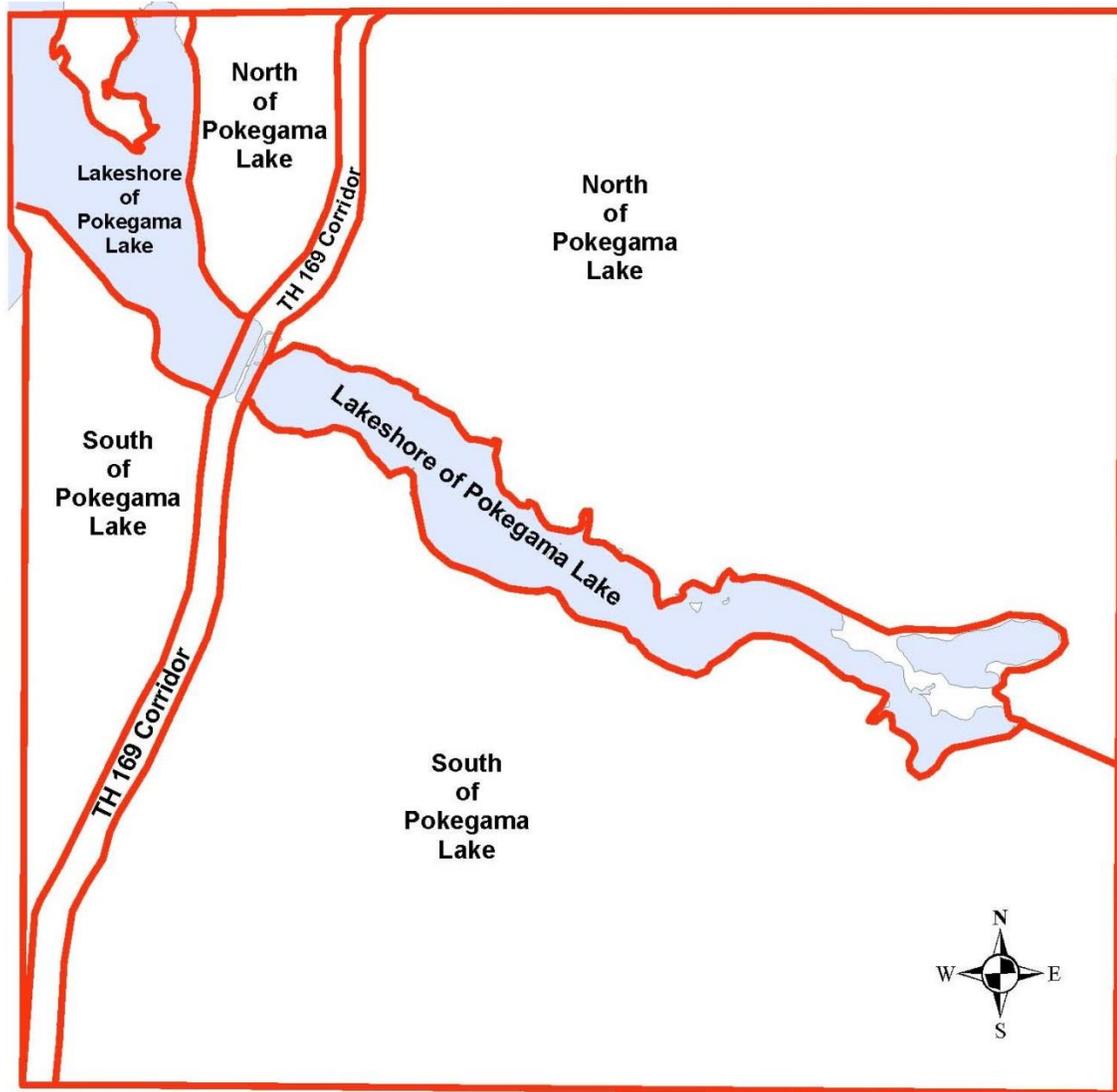
## Goal: A Rural Community

It is Harris Township's goal that it will be a fully intact, rural, predominantly residential community complementing the greater Grand Rapids area and Itasca County as a whole, whose rural qualities will vary as appropriate within the Township, and whose central physical feature is the clean and attractive waters of Pokegama Lake.

The attributes that describe the essence of the future Harris Township are:

- An integral, valuable, component of Itasca County providing recreational opportunities, especially in the form of Pokegama Lake, offering a mix of rural residential conditions, and acting as the attractive southern gateway to Itasca County and the Grand Rapids area.
- Although there will be areas of more intensive commercial and residential development, the overall sense is of a rural community in terms of types of land use, density of development, and environmental characteristics such as low levels of man-made noise, dark night sky, and general feeling of openness.
- Pokegama Lake as the keystone natural feature in the community providing superb recreation opportunities and scenic views.
- A community whose territorial extent remains as it is today.
- Continuation of local self-governance whether as a Township or an incorporated city.

Map 2. Comprehensive Plan Land Use Areas



## Land Use

The following describes the desired future situation for three of the township's four major subsections – lakeshore, north of Pokegama Lake, and south of Pokegama Lake. The Highway 169 corridor is treated as a separate topic.

### Pokegama Lake Lakeshore

All developable lakeshore land will be occupied by year-round and seasonal residences. Much of the property on the non-lakeshore side of the access roads (e.g., Sunny Beach Road) will be developed for residences but at lower densities than along the shore. Existing public space, even relatively narrow lots, will be retained for public access to the lake (for fishing, carry-in watercraft, trails). The Township will pursue efforts to implement acceptable and effective methods to remedy areas where individual on-site wastewater treatment systems are failing.

### North of Pokegama Lake

Residential development at exurban densities will dominate this area although extensive areas of undeveloped private land will remain either through the landowner's choice or market forces. Agricultural activity will gradually decline. Home businesses and occupations will be present. Except for pre-existing businesses there will be no businesses unassociated with a residence.

### South of Pokegama Lake

This portion of the township will retain the greatest rural feel to it, especially east of Highway 169 where agriculture and forestry are the dominant land uses. Most residential development will be on single, large lots. Home occupations and businesses, a hallmark of rural living, will be present. The large tracts of public and privately owned forest land will remain as actively managed forestland that is also available for recreational purposes.

## Highway 169 Corridor

The Highway 169 corridor running south to north through the community, across Pokegama Lake and into Grand Rapids represents Harris' best opportunity to enhance its property tax base through commercial and light industrial development. In general terms, the community supports:

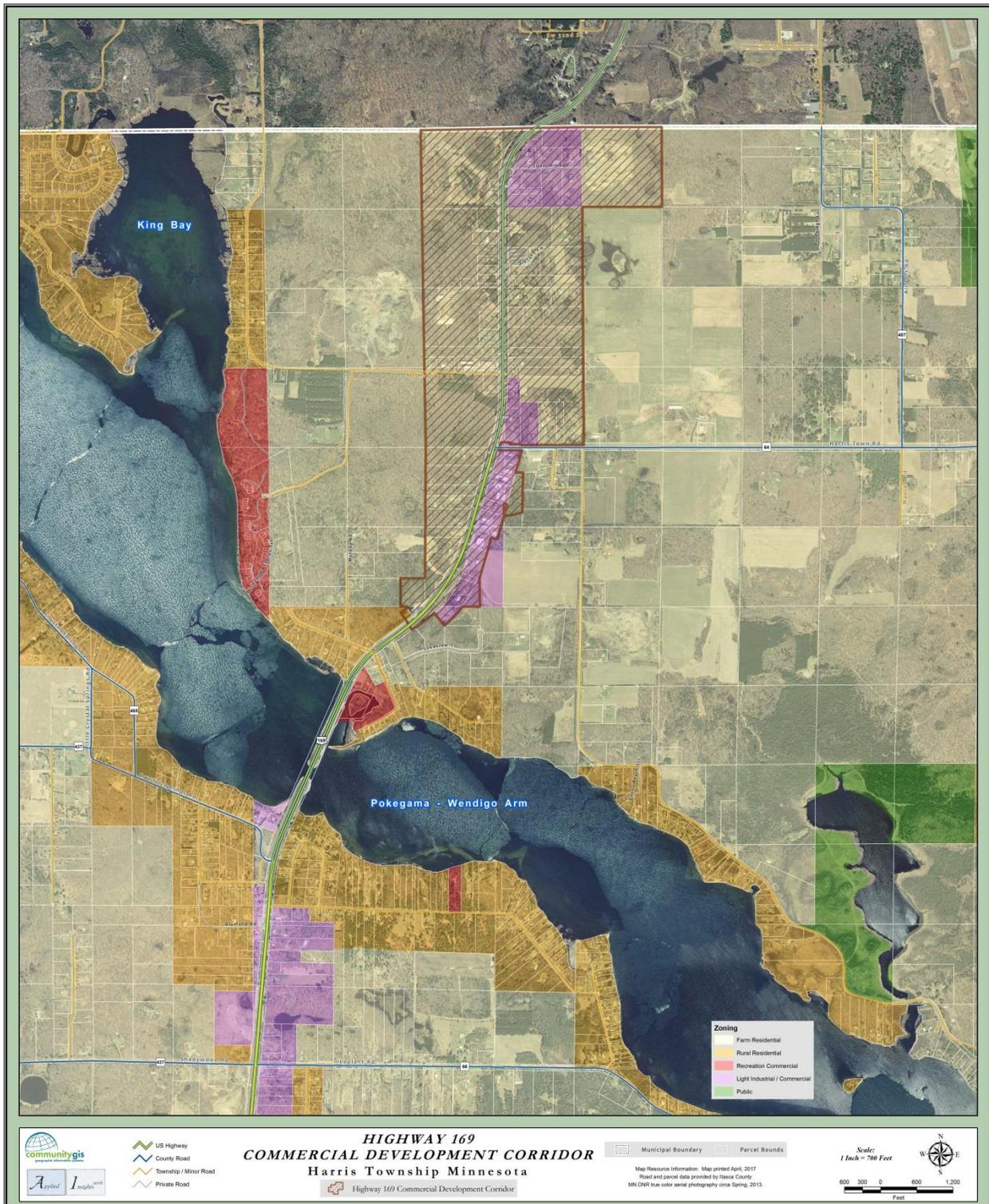
- North of Pokegama Lake: the area supported for potential future commercial development is expanded to include most of both sides of the highway. The Township favors commercial development that requires highway access and visibility, large lots and open areas (e.g., auto dealerships, contractors, storage, etc.) but commercial/light industrial development of any suitable and allowable nature will be supported. **Within the shaded corridor area shown in Map 3 the Township will support requests by landowners to rezone their property to Light Industrial / Commercial.**
- South of Pokegama Lake: commercial and light industrial development will be encouraged on land already zoned for these uses or is already being used for commercial purposes. Types of likely uses include food and beverage and convenience stores serving area residents, lake users and drive-by traffic. Light industrial uses as allowed by County zoning would be supported.
- Placement of off-site signs (billboards) within the corridor is not supported.

Highway 169 north of Pokegama Lake will be a limited access route with the following policies used to the extent possible:

- New public street connections would be constructed with turn lanes and/or bypass lanes consistent with Mn/DOT guidelines.
- Direct private access to Highway 169 will be discouraged. Existing access to private property that does not conform to access policies could remain in use but may be subject to modification or closure when the land use is intensified, the property is redeveloped, or the highway improved.
- New access to private property would be provided by the existing local road network wherever possible. If reasonably convenient and suitable access is not attainable from the local road network, a parcel may be allowed one direct access to Highway 169.

Of particular interest on the north side of the lake is the need to adequately control water runoff and sedimentation. There is already an issue with this regarding sediment flowing into the lake on the east side of the causeway. Increased development will include additional amounts of impervious surfaces that could worsen the runoff issue. Site design for all new development within the corridor must fully incorporate water runoff measures so as to protect the lake from any degradation.

**Map 3. Highway 169 Commercial Development Corridor**



Related to the runoff issue is a concern about phosphorus loading into the lake from various locations including the Mishawaka Road / Hwy 169 area and large areas around the south shore of the lake.

### Community Facilities

All existing recreational facilities will be retained and upgraded as appropriate. This includes boat accesses at which attempts will be made to expand parking. Connections to regional recreational trails, including those within Grand Rapids, will be sought to provide enhanced flow through Harris. Where possible, roads will be improved to provide safe walking/bicycling use. State and County will be encouraged to retain all existing publicly owned lands that support recreational opportunities, sound forestry management, and/or sustain desired rural character.

### Roads

The two primary access routes through the township and into Grand Rapids are Highway 169 and the River Road (CR 3). The Harris Town Road is the major east-west route. All three routes will handle commercial through truck traffic.

The Airport Road will be a secondary access route into Grand Rapids but primarily for local traffic. It will not be a designated through truck route. Improvements may be made to enhance safety but the road alignment will not be changed.

All other roads will remain as local roads providing direct access to land or collecting traffic from local roads to feed to the primary road routes.

A new road parallel to the Mishawaka Road as it heads north would alleviate safety issues along this section of road, provide access to developable land, and facilitate local traffic flow into Grand Rapids. Map 4 shows a likely alignment for this new road.

Map 4. Possible Alignment for a Mishawaka Road Relief Road



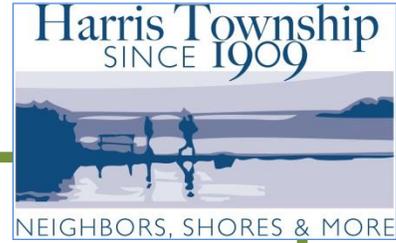
EXHIBIT C – NEW ROADWAY ALIGNMENT  
MISHAWAKA ROAD IMPROVEMENTS  
HARRIS TOWNSHIP, MINNESOTA



2/8/2017 10:59 AM SCH FILE PROJECT/REPORTS/2017/2017 ROADWAY IMPROVEMENT REPORT/EXHIBIT C.dgn

HARRIS TOWNSHIP  
COMPREHENSIVE PLAN: 2017

Chapter 5



# Action Plan

Harris Township has identified strategies intended to bring about the future conditions described in this plan. Implementing actions are identified for each strategy.

	<b>Land Use</b>
	<b>Recognizing that primary authority for land use controls rests with Itasca County, establish cooperative relationships with the County to secure type and administration of land use controls essential to implementing this plan.</b>
1	Adopt this updated comprehensive plan.
2	Request Itasca County to incorporate the updated Township plan into the County comprehensive plan.
3	Encourage Itasca County to support requests to rezone property to Light Industrial / Commercial within the Highway 169 Commercial Development Corridor.
4	Encourage the county to enforce all land use and sanitary ordinances through vigorous and consistent action.
5	Work with the Minnesota Department of Natural Resources, Minnesota Pollution Control Agency, and US Army Corps of Engineers to initiate a preliminary review of possible issues involving inadequate connections between Pokegama Lake and Woodtick and Hale Lakes.

## Roads & Transportation

**Effectively implement transportation objectives through working agreements with MnDOT, Itasca County, and the City of Grand Rapids.**

- 1 Work with MnDOT and Itasca County to implement the Highway 169 access management plan recommendations.
- 2 Annually update and implement a five-year road plan.
- 3 Develop plans and secure corridor easement for the Mishawaka Road parallel bypass road.
- 4 Work with Itasca County to improve safety at the Crystal Springs Road intersection near the Crystal Springs Park.

## Community Facilities

**Focus on retaining facility functions and reducing operating costs while meeting community needs.**

- 1 Retain and maintain all existing parks and picnic areas including undeveloped accesses to Pokegama Lake.
- 2 Participate on the Itasca County Trails Task Force to facilitate planning and development of trails through and within the community.
- 3 Evaluate viability and possibility of acquiring land to provide increased parking for Pokegama Lake accesses with priority given to Mishawaka, Casper and LaPlant.

## Governmental Services & Other

**Continue self-governance in Harris and establish cooperative ventures for services and programs that exceed Township authorities.**

- 1 Consider various means to enhance communication between the Town Board and residents to better inform residents about Township activities.
- 2 Conduct regular meetings with Itasca County and Grand Rapids city staff to discuss issues of mutual concern.
- 3 Conduct at least annual meetings with key community groups including the Greater Pokegama Lake Association and recreational trail user groups.
- 4 Work with Itasca County to secure conformance with individual on-site wastewater treatment regulations.
- 5 Work with statewide township associations to pursue changes in the state's annexation by ordinance legislation to provide legal recourse for townships.
- 6 Continue to contract for grading and snowplowing of Township roads, where appropriate.

HARRIS TOWNSHIP  
COMPREHENSIVE PLAN: 2017



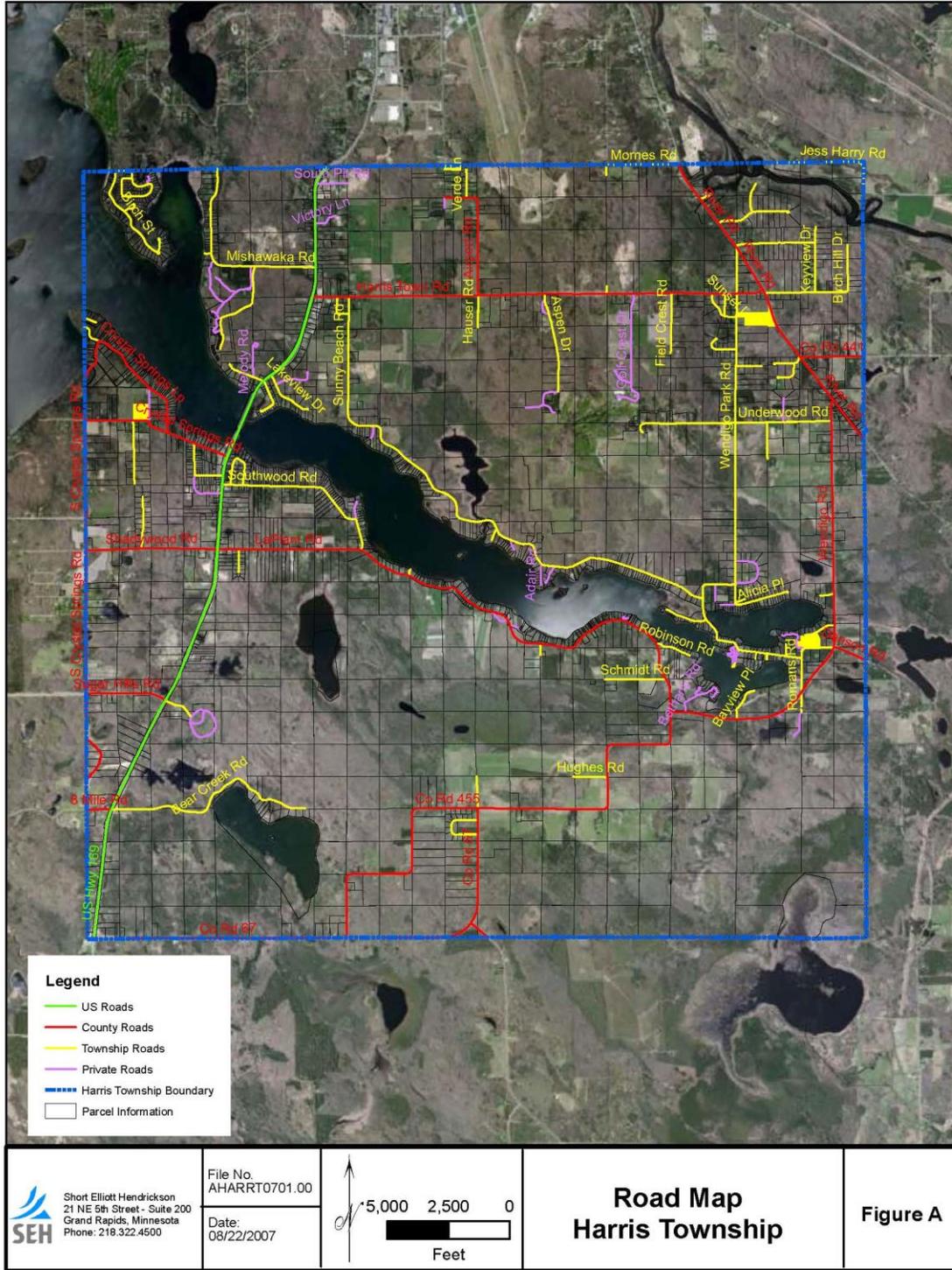
# Appendix

## A. Roads

<b>Table A-1. Harris Township Roads</b>			
<b>Road</b>	<b>Miles</b>	<b>Road</b>	<b>Miles</b>
<b>GRAVEL ROADS</b>		Pine Crest Road	0.20
Bay View Place	0.30	River Ridge Road	0.20
Bear Creek Road	1.70	River View Drive	0.60
Breezy Lane	0.10	Root Road	0.30
Carol Street	0.20	Schmidt Road	0.45
Davis Road	0.10	Sunset Drive	0.20
Forest View Trail	0.10	Sunset Lane	0.30
Hauser Road	0.25	Vroman Road	0.25
Hughes Road	0.25	Wagon Wheel Court Road	0.25
Jane Lane	0.50	Wendigo Heights Road	0.10
Lake View Trail	0.30	Wendigo Park Circle	0.40
Metzenhuber Road	0.10	Wendigo Picnic Park (parking lot)	N/A
Nancy Drive	0.25		
Norway Road	0.10	Wendigo Park (parking lot)	N/A
Pennela Road	0.10		
		<b>Total Gravel Miles</b>	<b>7.30</b>
<b>PAVED ROADS</b>			
Alicia Place	0.55	Mohawk Drive	0.08
Alicia Spur	0.10	Nicholas Street	0.40
Apache Drive	0.20	Norberg Road/Drive	0.60
Aspen Drive	0.75	Pine Landing Drive	0.45
Birch Hills Drive	0.38	Pine Street	0.15
Birch Street	0.80	Robinson Road	0.30
Casper Landing (Troop Town)	0.20	Romans Road	0.25

<b>Table A-1. Harris Township Roads</b>			
<b>Road</b>	<b>Miles</b>	<b>Road</b>	<b>Miles</b>
Cemetery	N/A	Ruff Shores Road	0.15
Chippewa Drive	0.30	Southwood Road	1.40
East Harris Road	0.60	Stoney Point Road	0.40
Field Crest Road	0.50	Sunny Beach Addition Rd	0.35
Gary Drive	0.45	Sunny Beach Road	5.70
Harbor Heights Road	0.30	Sunny Lane	0.20
Isleview Road	0.30	Tolerick Drive	0.40
Jess Harry Road corner	0.10	Town Hall Parking Lot	N/A
Key View Drive	0.50	Underwood Road	1.55
Lakeview Drive	0.40	Verde Lane	0.25
LaPlant Road Landing	N/A	Wendigo Park Road	2.90
Little Crystal Lane	0.50	Wesleyan Drive	0.30
Melody Lane/Road	0.25	Winston-Taylor Road	0.04
Mishawaka Landing	N/A	Woodbine Lane	0.15
Mishawaka Road	1.55	Woodland Park Road	0.30
Mishawaka Shores	0.60		
		<b>Total Paved Miles</b>	<b>26.55</b>
		<b>TOTAL ROADS</b>	<b>32.8</b>

Map A-1. Harris Township Roads



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## B. Community Facilities

Map A-2. Harris Township Facilities



## C. Population

**Table A-2. Harris Township Population, 2000 and 2010**

Age Group	2000	2010	Change
<5	158	161	1.9%
5-9	195	187	-4.1%
10-14	279	207	-25.8%
15-19	274	210	-23.4%
20-24	145	127	-12.4%
25-29	112	136	21.4%
30-34	168	169	0.6%
35-39	254	180	-29.1%
40-44	299	192	-35.8%
45-49	349	255	-26.9%
50-54	284	297	4.6%
55-59	202	319	57.9%
60-64	174	243	39.7%
65-69	152	203	33.6%
70-74	133	153	15.0%
75-79	82	104	26.8%
80-84	33	64	93.9%
85+	35	46	31.4%
<b>Total</b>	<b>3,328</b>	<b>3,253</b>	<b>-2.3%</b>

Source: US Census

**Table A-3. Harris Township and Itasca County Population and Household Trends**

	Census				Change	
	1990	2000	2010	2015	1990-2000	2000-2015
<b>Harris Township</b>						
Population	2,888	3,328	3,253	3,276	15.2%	-1.6%
Households	1,028	1,290	1,297	1,311	25.5%	1.6%
Persons/Household	2.81	2.58	2.51	2.49	-8.3%	-3.5%
<b>Itasca County</b>						
Population	40,863	43,992	45,058	47,344	7.7%	7.6%
Households	15,478	18,103	18,773	19,206	17.0%	6.1%
Persons/Household	2.64	2.43	2.40	2.47	-8.0%	-4.5%

Note: 1990-2010 are decennial Census; 2015 is an estimate by State Demographic Center.

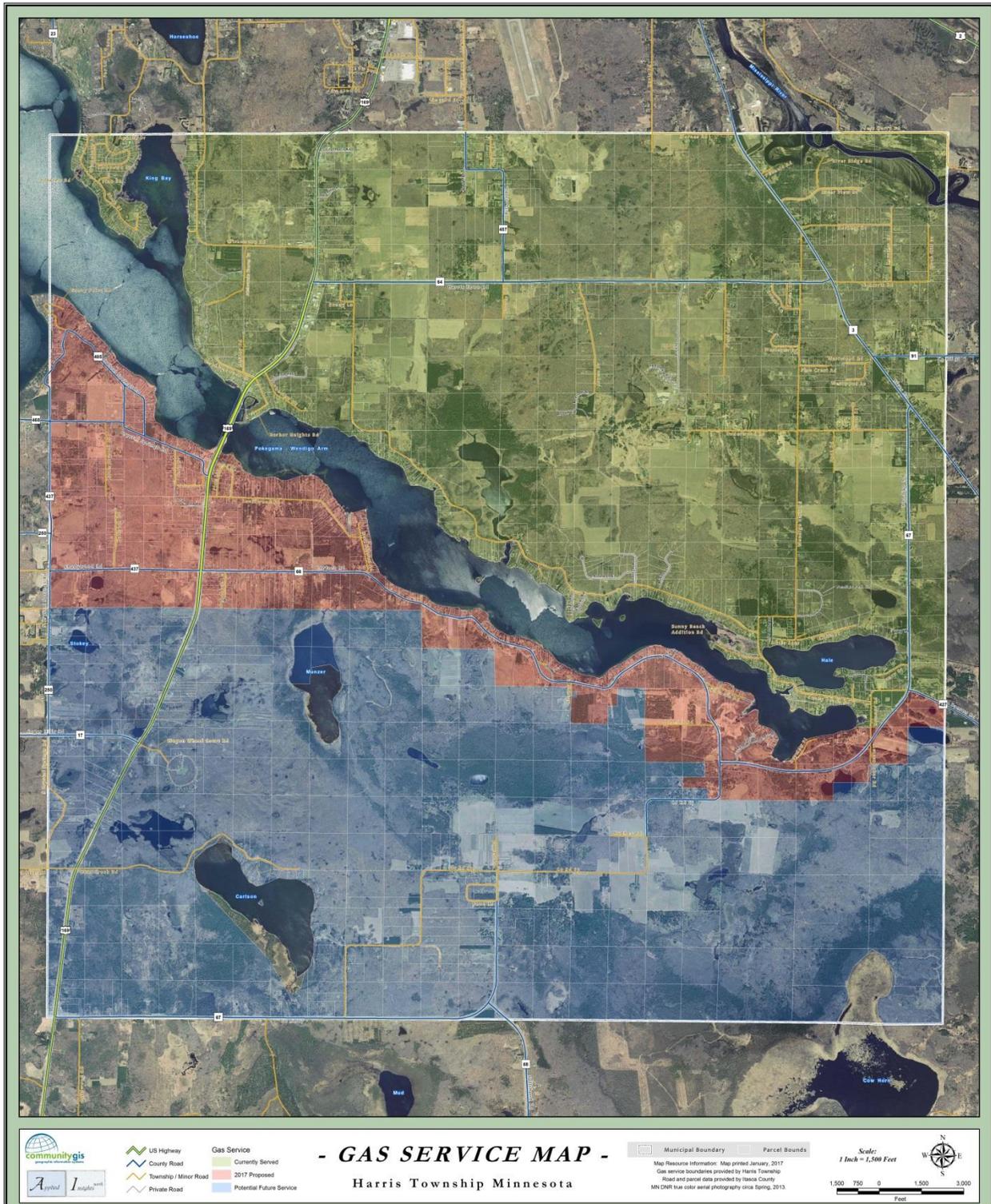
Place	Population				Change	
	1990	2000	2010	2015	1990-2000	2000-2015
Itasca County	40,863	43,992	45,058	47,344	3,129	3,352
Grand Rapids, city	7,976	7,764	10,189	11,281	-212	3,517
Harris Township	2,888	3,328	3,253	3,276	440	-52
Grand Rapids, township	3,199	3,378				
LaPrairie	438	605	665	668	167	63
Arbo Township	832	898	867	868	66	-30
Cohasset	1,970	2,481	2,698	2,767	511	286
Trout Lake Township	810	951	1,087	1,107	141	156
Blackberry Township	698	717	880	893	19	176
Spang Township	229	262	264	263	33	1
Wildwood Township	144	193	193	190	49	-3
Splithand Township	247	256	250	252	9	-4
Wabana Township	401	487	537	536	86	-49

Notes: 1990-2010 are decennial Census; 2015 is an estimate by State Demographic Center.

By 2010 Grand Rapids Township was dissolved with parts incorporated into the City of Grand Rapids, LaPrairie, Coleraine and Trout Lake Township.

## D. Natural Gas and Broadband Service Areas

Two significant expansions of utility service areas are occurring in Harris in 2017. First, Northwest Gas which had extended natural gas service into northern Harris earlier is now expanding service to the south side of Pokegama Lake [Map A-3]. Second, MediaCom is expanding high speed broadband service into a large swath of northern Harris. In addition, Paul Bunyan is also extending its service down Hwy 169 to the causeway [Map A-4].



**Map A-3: natural gas service area**

**Map A-4: Broadband service area**

