

Harris Township

Comprehensive Plan

2017 Update

Harris Township Comprehensive Plan

2017 Update

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

2012 Update adopted 6/27/2012

2017 Updated adopted: ##/##/2017

DRAFT



*Proposed changes to the 2012 plan are indicated as deletions and additions.
Cosmetic or formatting changes are not highlighted.*

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HARRIS TOWNSHIP

COMPREHENSIVE PLAN: 2017

Chapter 1



Using the Plan

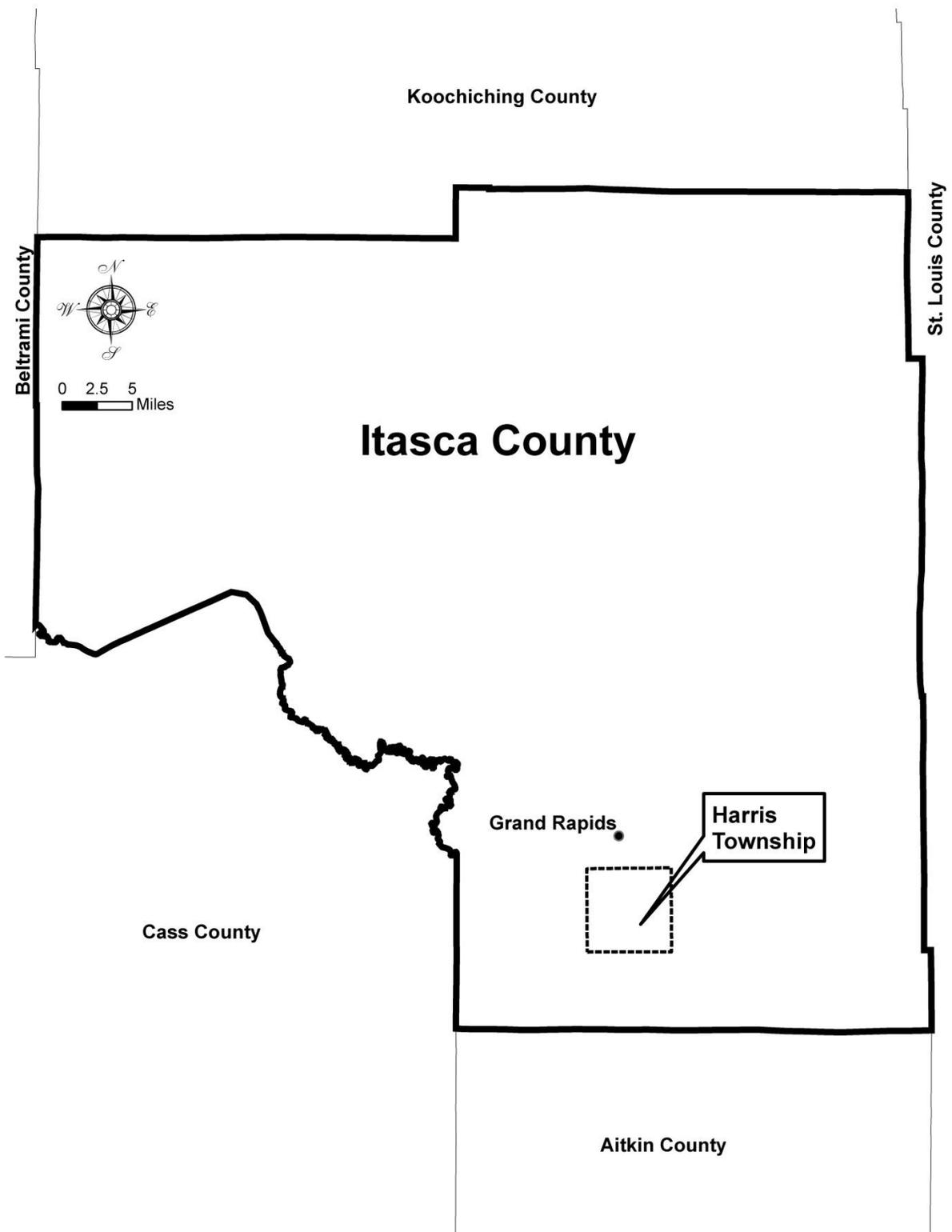
The purpose of this plan is to guide Township community decisions and investments within its sphere of authority and to be used by the Township Harris as the basis for its efforts to influence, coordinate and cooperate with other governmental entities that make decisions and investments within and affecting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

The plan will guide Township community decisions and investments regarding:

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

Township 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 levels, dark night sky
- Opportunities for recreation

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

Township Form of Local Government

- Direct citizen involvement
- Lower cost and complexity

HARRIS TOWNSHIP

COMPREHENSIVE PLAN: 2017

Chapter 3

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. ~~The major recreational commercial business is the Wendigo Golf Course, Resort and Conference Center located north of the lake.~~ 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 the 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 ~~and with the predicted overall growth in the Grand Rapids area, this trend is likely to continue~~ 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.

~~A recurring issue has focused on the enforcement of county land use regulations especially in response to violations. Related to this is the practice of “grandfathering” certain uses, such as gravel pits, so they do not have to meet regulations that were updated after their initial permits were issued. Some residents are frustrated by what they perceive as inadequate action by the county to correct these situations.~~

~~Proper wastewater treatment, especially along the densely developed stretches of Pokegama and Hale Lakes, has long been a community concern. The Township had participated in the South Central Itasca County Planning Board's effort to identify needs and a preferred management approach. However, that planning board has dissolved. Harris is now on its own to determine what actions must be taken to protect Lake Pokegama's water quality.~~

There are ~~Other~~ potential concerns regarding water quality are 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.

Another water quality issue concerns runoff along the Highway 169 corridor north of the lake with resulting sedimentation into the lake. After major rain events noticeable plumes are visible.

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 ~~directly into the major commercial sector of~~ 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 ~~direct~~ 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 ~~32.8~~ 33.85 miles of roads; of these ~~about 25~~ 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).

~~The town has identified the need for a new road connecting Sunny Beach Road and Harris Town Road midway between the Wendigo Park Road and where Sunny Beach Road intersects Harris Town Road. This new road would reduce traffic volumes on the twisty, narrow Sunny Beach Road, provide additional access to a large area currently served by just two exit points, and open land for development.~~

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.

~~As part of the comprehensive planning process, the township explored concepts for upgrading and possibly relocating several community facilities—cemetery, maintenance buildings, and town hall. Engineering students at Itasca Community College interning with SEH generated background information and design concepts. A public meeting was held at which the need for the changes and the students’ concepts were discussed. The highest need is to consolidate the town’s various maintenance facilities onto a single site on land adjacent to the cemetery. Expansion and enhancement of the cemetery will occur in response to need and as resources allow. A decision on building a new town hall or remodeling the existing one will wait until the need arises.~~

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.

~~The State Demographic Center (SDC) has not issued population projects since the 2010 Census. In its 2007 projection the SDC had projected higher levels for both Itasca County and Harris for 2010 than actually occurred. Both the county and Harris felt the negative impacts of the recession particularly the reduced activity in the housing market. It is reasonable to assume that the county will grow especially given the boost from the new regional economic development projects. It is also reasonable to assume that Harris will see at least modest growth as the lingering impacts of the recession ease.~~

Township Government 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 ~~stated~~ 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 ~~a number~~ many of these dynamics. ~~Nonetheless, but, nonetheless, having some understanding of~~ the forces at play is critical to ongoing township decision making.

Accumulated Impact of Existing Development.

~~Years of continuous development, especially in small lots along the lakes, have accumulated impacts.~~

Impact on Harris Township:

- ~~Failure of septic systems (existing or potential future) leading to degradation of lakes' water quality. With the dissolution of the South Central Itasca County Planning Board the township may be forced to be more proactive in addressing this issue.~~
- ~~Increased traffic volume, speed, and safety issues on road systems.~~
- ~~Increased real estate values and property tax base.~~
- ~~Increased wear and tear on Township roads.~~
- ~~While the lake remains attractive as a recreational resource and provides value to real estate, there is an increase in perception of a diminished recreation experience.~~

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 and Expansion**

Grand Rapids is growing in terms of economic dynamism and physical boundaries a dynamic community with much of this activity its physical growth, especially commercial development, trending in Harris Township’s direction. ~~This factor includes the general increased activity in the greater Grand Rapids area.~~

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.

Government Controls

~~Rezoning of land from Farm Residential to Rural Residential. Allowance of non-residential uses in Rural Residential areas diminishes sense of ruralness. Subdivision regulations tend to foster standard conventional lot layout and do not encourage more conservation-style designs.~~

~~Impact on Harris Township:~~

- ~~▪ Development at densities greater than what is considered exurban or rural.~~
- ~~▪ Commercial uses that are spot located within residential areas.~~
- ~~▪ Subdivisions more suggestive of suburban not rural development styles and attributes.~~
- ~~▪ Inadequate prosecution of violations of county land use controls and regulations.~~

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 ~~the greater Grand Rapids community~~ of 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 ~~community~~ 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 ~~the City~~ Grand Rapids.

~~The Township recognizes that economic development southward along Highway 169 may eventually force consideration of annexation of the corridor in order to support appropriately designed development. A complicating factor is state law which allows property owners to petition for annexation without any recourse to oppose such action by the township. It is the Township's intent to pursue actions that maintain development at intensities not requiring utilities and city services, and, create cooperative agreements with Grand Rapids regarding consideration of annexation if and only when conditions may warrant such action.~~

Chapter 4

HARRIS TOWNSHIP

COMPREHENSIVE PLAN: 2017



The Future Harris Township

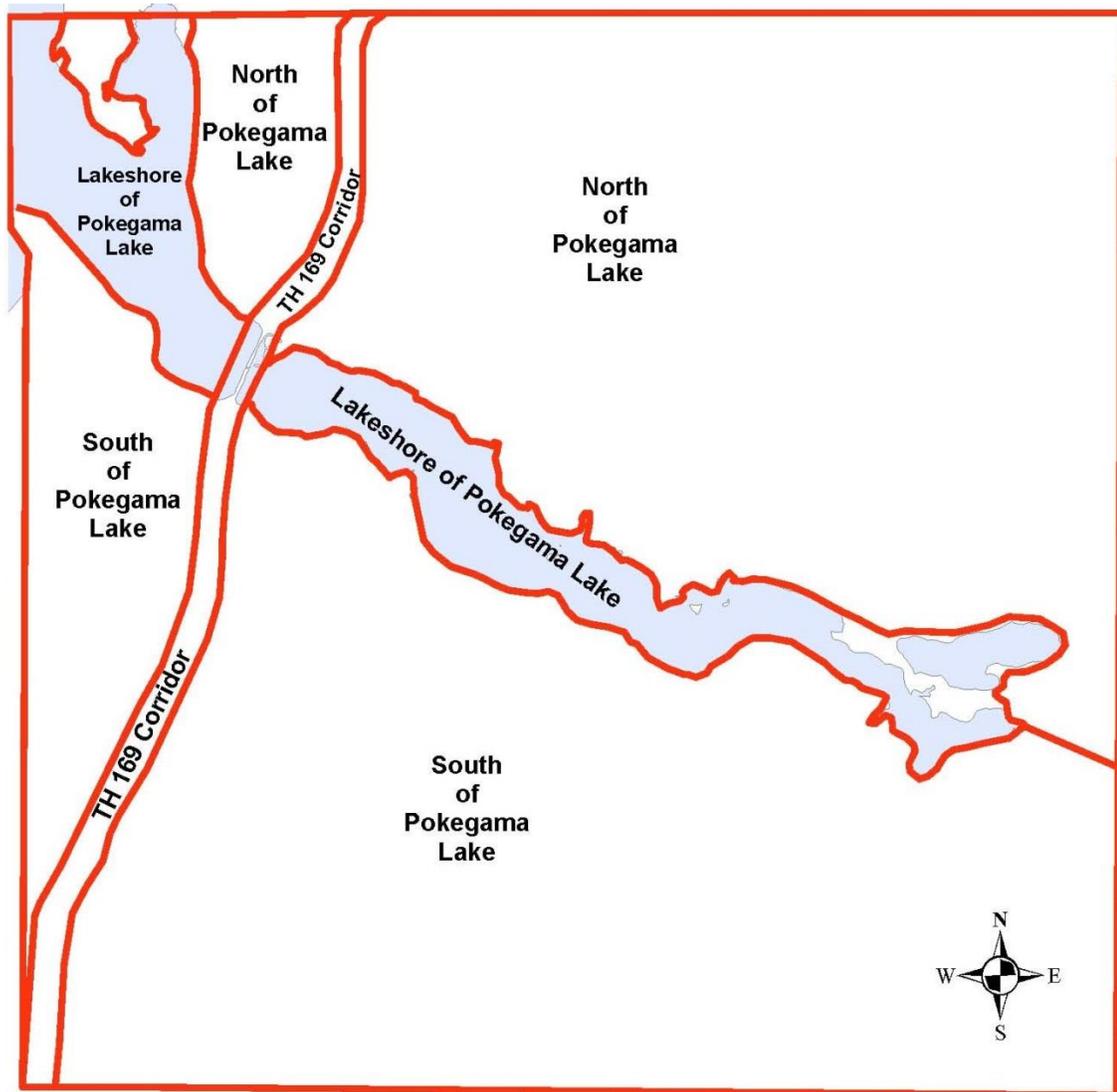
Goal: A Rural Community

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 ~~The sense of being~~ 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 Township community whose territorial extent remains as it is today.
- Continuation of the township form of government 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 being 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.

~~Although the issue of "grandfathered" uses primarily has arisen in this area it is a topic that applies throughout the township. The township prefers that the county amend its land use controls so that existing uses that have been "grandfathered" under previous but now superseded regulations are required to meet the new regulations to the extent possible; this requirement would be triggered by an application for a permit to modify the use.~~

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

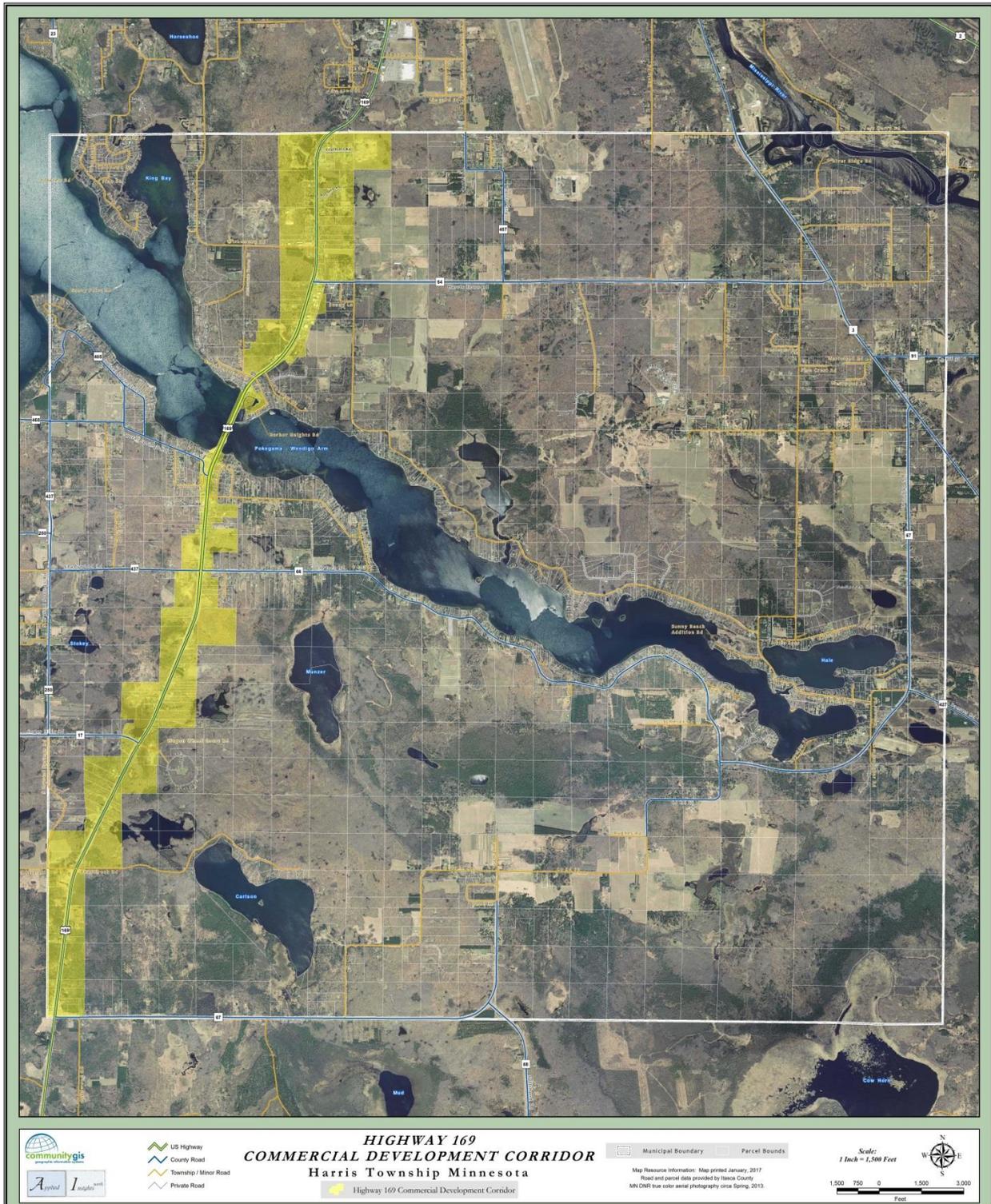
~~This area is seen as the scenic southern gateway to Grand Rapids. Taking advantage of the dramatic causeway crossing of Pokegama and the series of steeply sloped curves, the corridor will limit commercial development to large lot, less intensive uses so as to create a "soft" transition between the rural area of the Township and the highly developed area of the City. South of the lake the uses will focus on food and beverage and convenience stores.~~

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:

- Commercial and light industrial development throughout the corridor with the exception of already developed residential areas. will be limited to the area currently zoned Light Industrial/Commercial, with the exception of one area along the east side of the Highway and south of Harris Town Road that would connect two existing commercial areas.
- South of Pokegama Lake development will be primarily focused on food and beverage and convenience stores items for lakeshore and area residents and users, and drive-by traffic although light industrial uses would be supported. The area zoned Light Industrial/Commercial on the west of the highway in this area would be based upon a fixed distance from the highway as opposed to following the section lines and thereby make the land more usable for development.
- North of Pokegama Lake, commercial development will be that which requires highway access and visibility, large lots and open areas (e.g., auto dealerships, contractors, storage, etc.) will be favored but commercial/light industrial development of any suitable nature will be supported. — the idea will be to keep intensive, small lot development within Grand Rapids where sewer and water services exist and intense traffic can be better handled.
- There will be no off-site signs (billboards) within the corridor.

The area to be encompassed by the corridor is shown in Map 3. The corridor generally follows parcel lines. North of the lake the corridor is roughly 1,320' wide on the western side and more variable on the eastern side. South of the lake the corridor is generally 660' wide.

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



Map 3. Highway 169 Commercial Development Corridor

- ~~Access to Highway 169 would be provided by existing public street connections. However, due to low densities it may be necessary to provide direct private access to some properties. An additional public intersection or private access point should be introduced only where it can be clearly demonstrated that it is not feasible to attain access from the local road network.~~
- New public street connections would be constructed with turn lanes and/or bypass lanes ~~on Highway 169~~, 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.

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.

~~A master concept site plan will be prepared for township property including the cemetery. Town facilities that may be located there are: an expanded and enhanced cemetery, consolidated maintenance facilities, and a new town hall. First priority for implementation is given to the maintenance facility followed by improvements to the cemetery. The decision to build a new town hall or remodel the existing one will be made when the need arises.~~

Roads

The two primary access routes through the township and into Grand Rapids ~~will be~~ are Highway 169 and the River Road (CR 3). The Harris Town Road ~~will be~~ 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 ~~will~~ 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, mid-point connecting road between the Sunny Beach and Harris Town Roads will be encouraged to minimize increases in traffic levels on Sunny Beach Road, provide an additional emergency access for the northern lake shore area, and make land available for residential development. Map 3 shows optional routes for this road.~~

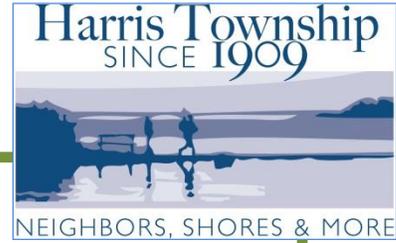
A new road parallel to the Mishawaka Road as it heads north would alleviate safety issues along this section of road, provide access to developable land, and facilitate local traffic flow ~~in and out of southwestern~~ into Grand Rapids. Map 4 shows a likely alignment for this new road.

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- Figure showing corridor for road connecting Sunny Beach Rd to Harris Town Rd.
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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.

	Land Use
	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.
1	Adopt this updated comprehensive plan.
2	Request Itasca County to incorporate the updated Township plan into the to be updated County comprehensive plan.
3	Request Itasca County to amend its zoning ordinance to include the South Grand Rapids Entrance overlay district for the Highway 169 corridor. 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	Request Itasca County to amend its zoning ordinance to the effect that at the time of an application for a new permit modifying the use in question, which is “grandfathered” under previous regulations and requirements, would be required to meet, to the degree possible or feasible, the newer, more stringent requirements for such uses.
6	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.

Highway 169 Corridor

~~Seek to maintain the corridor as the attractive entrance to the greater Grand Rapids area.~~

- ~~1 Negotiate cooperative agreement with Grand Rapids regarding consideration of annexation if and only when conditions may warrant such action.~~
- ~~2 Encourage MnDOT to restripe Highway 169 from the Grand Rapids limits to Harris Town Road to include safe turning lanes.~~
- ~~3 Request Itasca County to update its comprehensive plan and land use controls (zoning and subdivision) to include a South Grand Rapids Entrance overlay district for the Highway 169 corridor.~~
- ~~4 Encourage residents to form a non-profit organization to cooperate with MnDOT regarding ongoing maintenance of the Pokegama Lake causeway.~~

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.
~~Work with County, landowners and developers to implement creation of a new connecting road between Sunny Beach Road and Harris Town Road.~~
- 3 Develop plans and secure corridor easement for the Mishawaka Road parallel bypass road.
- 4 ~~Work with Itasca County to reconfigure the Harris Town Road / River Road / East Harris Town Road intersection as a safe four-way intersection.~~
- 5 Work with Itasca County to improve safety at the Crystal Springs Road intersection near the Crystal Springs Park.
- 6 ~~Implement Township Road Policies regarding establishment, maintenance, and vacation of Township roads.~~

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 ~~Prepare a master plan for the community center complex.~~
- 4 ~~Initiate implementation of the community center master plan as per the plan.~~
- 5 Evaluate viability and possibility of acquiring land to provide increased parking for Pokegama Lake accesses with priority given to Mishawaka, Casper and LaPlant.

Wastewater Treatment

Pursue solutions to wastewater treatment issues.

- 1 Evaluate options for providing effective wastewater around Lake Pokegama.
- 2 Work with Itasca County to secure conformance with individual on-site wastewater treatment regulations.

Governmental Services & Other

~~Retain township form of government~~ **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 ~~Negotiate an agreement with Grand Rapids regarding the Highway 169 corridor by which the City agrees not to annex any land within the township until commercial development in the corridor abuts the city/township border.~~
- 4 Work with statewide township associations to pursue changes in the state's annexation by ordinance legislation to provide legal recourse for townships.
- 5 Continue to contract for grading and snowplowing of Township roads, where appropriate.

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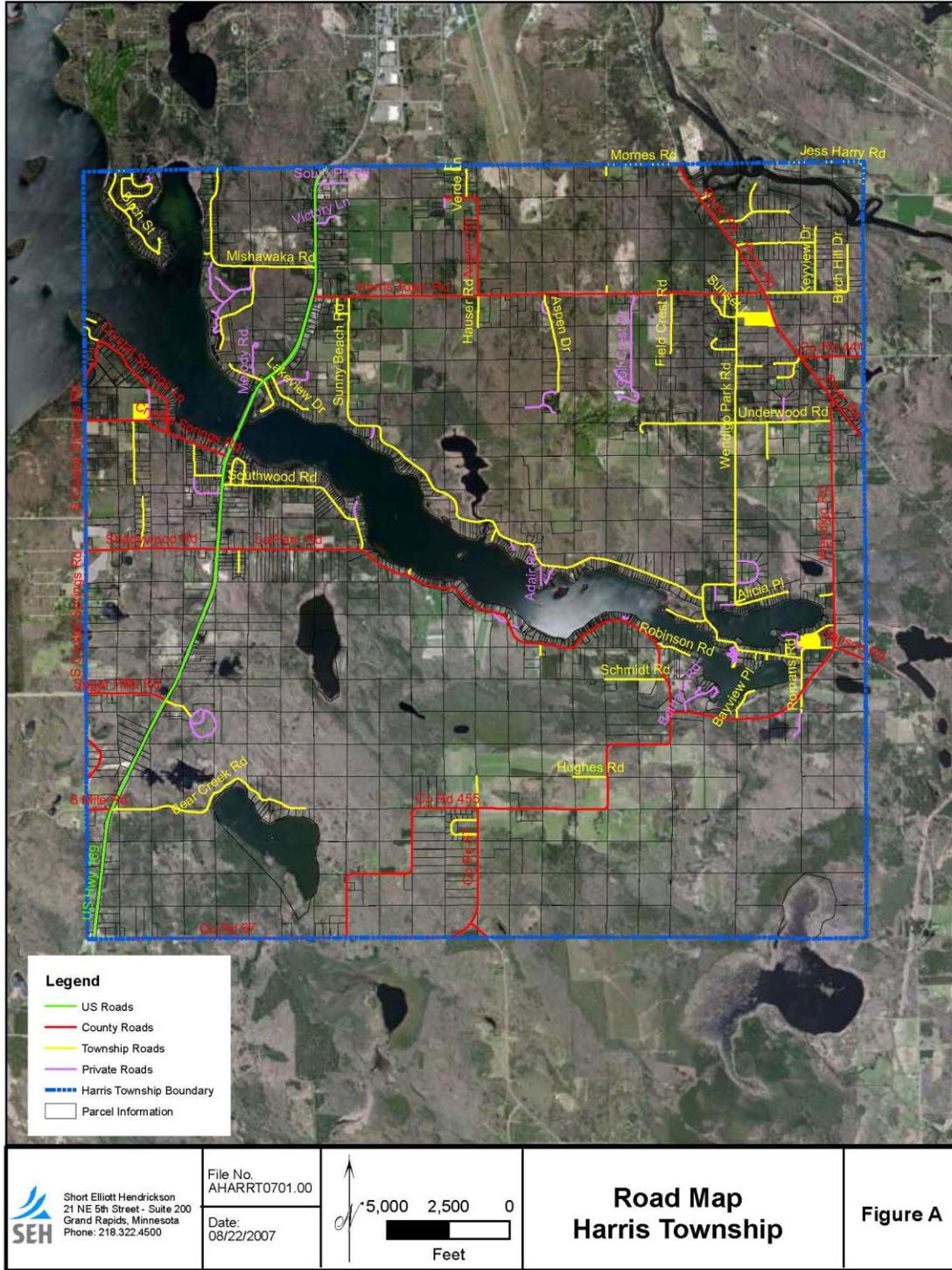
Appendix

A. Roads

Table A-1. Harris Township Roads			
Road	Miles	Road	Miles
GRAVEL ROADS		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
Metzenhuber Road	0.10	Wendigo Park Circle	0.40
Nancy Drive	0.25	Wendigo Picnic Park (parking lot)	N/A
Norway Road	0.10		
Pennela Road	0.10	Wendigo Park (parking lot)	N/A
		Total Gravel Miles	7.30
PAVED ROADS			
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
Cemetery	N/A	Ruff Shores Road	0.15

Table A-1. Harris Township Roads			
Road	Miles	Road	Miles
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		
		Total Paved Miles	26.55
		TOTAL ROADS	32.8

Map A-1. Harris Township Roads



P:\F\JH\HARRT\COMMON\ArcView\Mishawaka Bypass.mxd

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%
Total	3,328	3,253	-2.3%

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
Harris Township						
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%
Itasca County						
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. ~~Highway 169 Corridor~~ 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].

~~In addition to negotiating an agreement on annexation within the corridor with Grand Rapids, Harris is to seek an overlay district within the County's zoning code. For the purpose of discussion the district could be called the "South Grand Rapids Entrance" area.~~

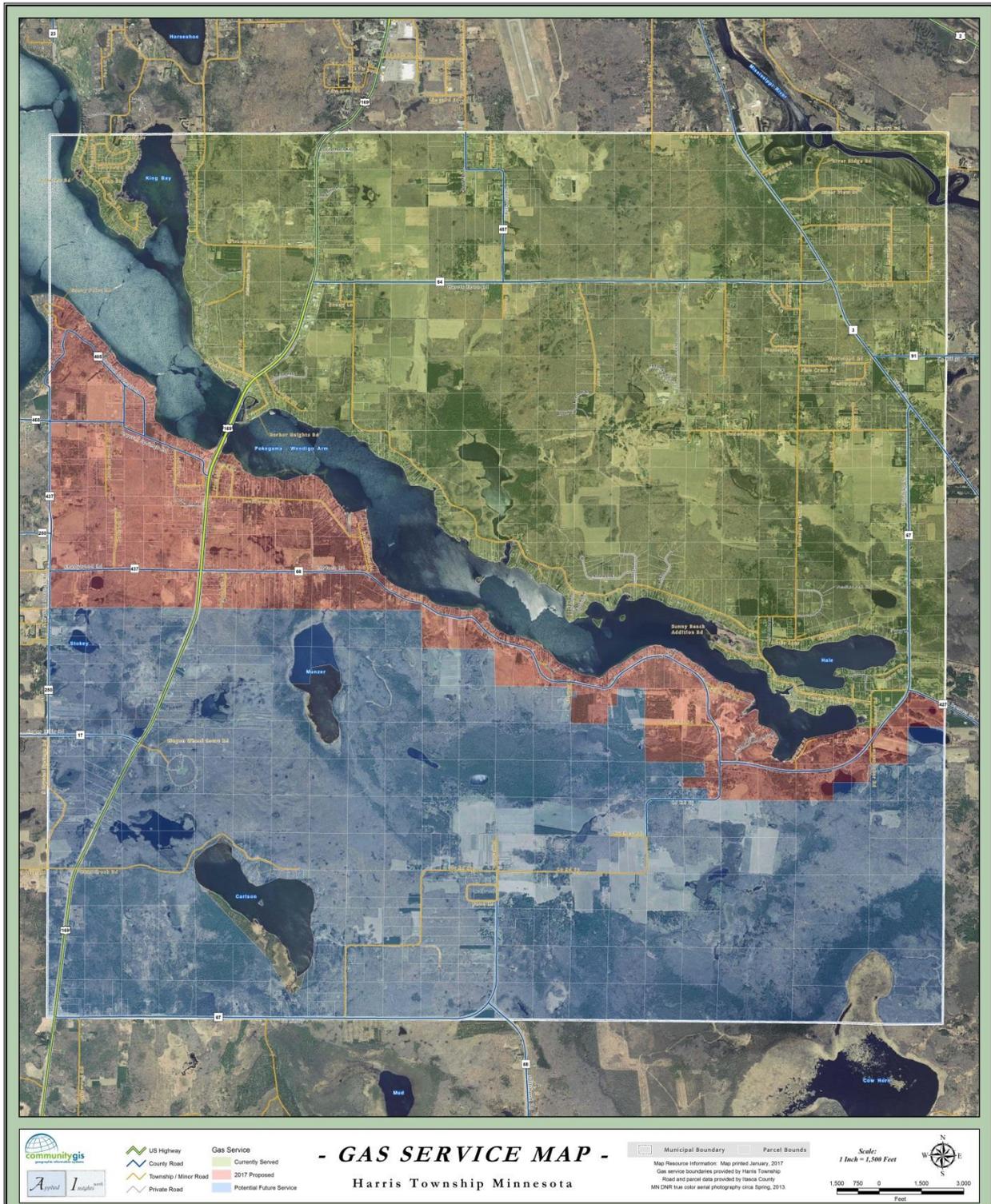
~~The intent of the overlay district would be to provide land use and development regulations similar to those of Grand Rapids so as to encourage appropriate development in this corridor. These regulations would overlay or be enforced in addition to those of the basic land use zoning classifications in the corridor. The County has used this concept along Highway 38 and for the mining areas of eastern Itasca County.~~

Generally speaking, the overlay district would apply as follows:

- ~~North of Pokegama Lake:

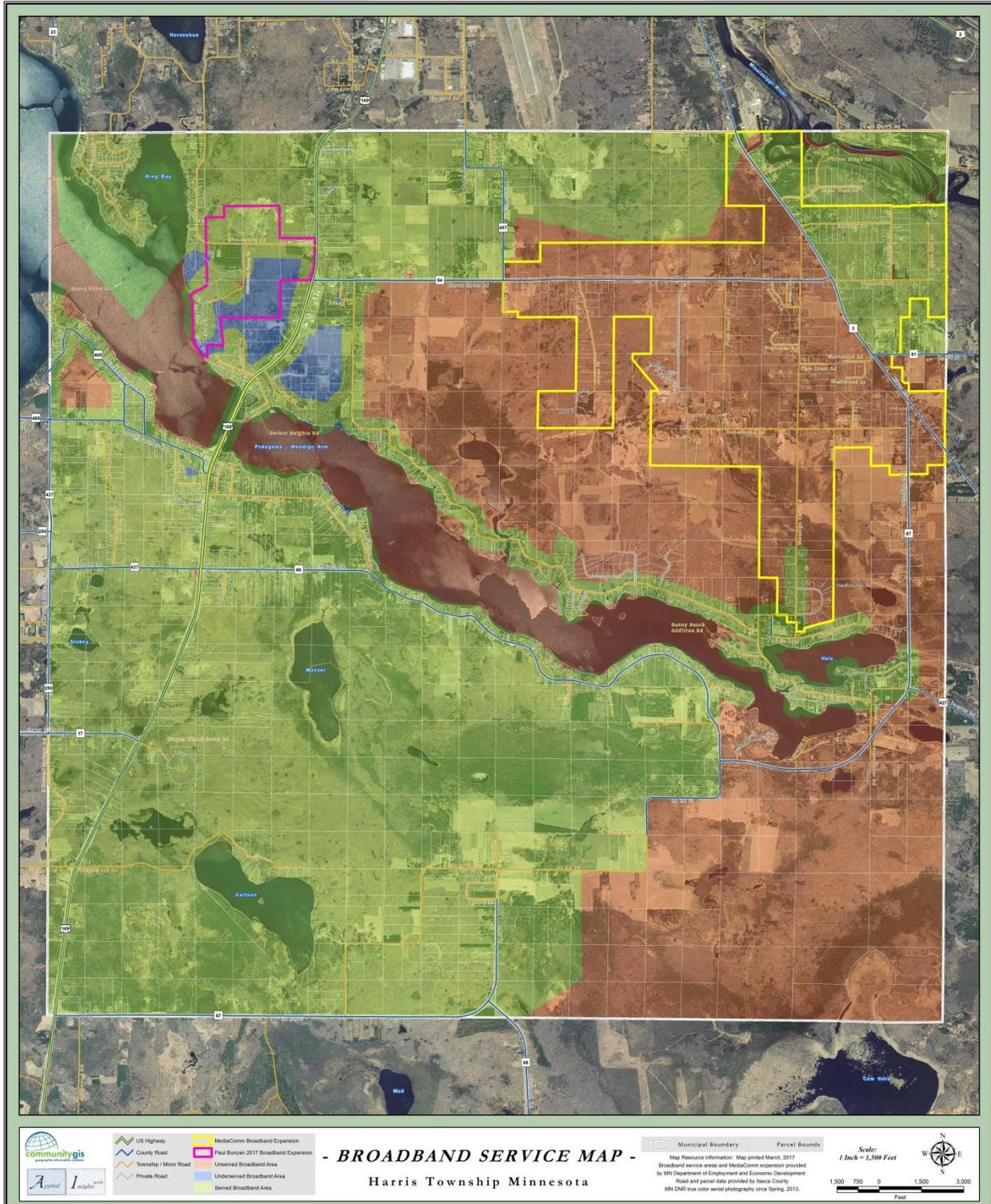
 - ~~No commercial development on the west side of the highway, reserve routes for frontage and backage roads at least as far as Harris Town Road, no offsite billboards, building and site design requirements, and the like.~~~~
- ~~South of Pokegama Lake:

 - ~~No offsite billboards, off site impact standards (e.g., noise and dust), vegetation and plantings, and limit commercial development to currently zoned areas and those areas with existing conditional use permits.~~~~



Map A-3: natural gas service area

Map A-4: Broadband service area



~~E. Community Facilities Site Plan~~

[Entire section including drawings has been deleted.]